

EXHIBIT “1”

Bryson, Santana And Joshua Vs. Rough Country, LLC

Page 1

1 IN THE UNITED STATES DISTRICT COURT

2 NORTHERN DISTRICT OF GEORGIA

3 GAINESVILLE DIVISION

4 SANTANA BRYSON AND JOSHUA BRYSON,)

5 AS ADMINISTRATORS OF THE ESTATE)

6 OF C.Z.B., AND AS SURVIVING)

7 PARENTS OF C.Z.B., A DECEASED)

8 MINOR,) CIVIL ACTION FILE NO.:

9 Plaintiffs,) 2:22-CV-17-RWS

10 v.)

11 ROUGH COUNTRY, LLC,)

12 Defendant.)

13 VIDEOTAPED VIDEOCONFERENCE

14 RULE 30(B)(6) DEPOSITION OF

15 RAD J. HUNSLEY

16 ON BEHALF OF

17 ROUGH COUNTRY, LLC

18 * NONCONFIDENTIAL PROCEEDINGS *

19 August 4, 2023

20 10:08 a.m.

21 Dyersburg, Tennessee

22 Jennifer B. Ourada, CCR

23 Certificate No. 2658

INDEX OF NONCONFIDENTIAL EXHIBITS

EXHIBIT	DESCRIPTION	PAGE
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For the Plaintiffs:

Exhibit 1	Defendant Rough Country, LLC's Second Supplemental Response to Plaintiffs' First Interrogatories dated 6/07/2023	13
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Exhibit 2	Defendant's Brief In Support Of Motion To Apportion Fault To Non-Party Under State Law (Bacho vs. Rough Country, LLC) file-stamped 1/08/2015	29
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Exhibit 3	Complaint file-stamped 4/26/2010 Bates-stamped RC-BRYSON 005360 through 005369	36
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Exhibit 4	Photographs from the Mendoza accident scene (6 pages)	40
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Exhibit 5	Email chain Bates-stamped RC-BRYSON 006869 through 006871	55
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Exhibit 6	Email chain Bates-stamped RC-BRYSON 006963 through 006965	62
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Exhibit 7	Motortrend - Lift Laws You Need To Know (9 pages)	65
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Exhibit 8	Rough Country website image printout (4 pages)	71
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(*Note: Nonconfidential original Exhibits 1
through 8 included with original transcript.)

INDEX OF EXAMINATION

WITNESS: RAD J. HUNSLEY

EXAMINATION

PAGE

Cross-examination by Ms. Cannella

6

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Also Present:

Mr. Patrick Just, CFO, Rough County, LLC

The Videographer:

Mr. Michael Brown, Veritext Legal Solutions

(All parties appeared via Zoom video-conference.)

(Pursuant to Article 10(B) of the Rules and Regulations of the Georgia Board of Court Reporting, a written disclosure statement was submitted by the court reporter to all counsel present at the proceeding.)

P R O C E E D I N G S

(10:08 a.m.)

THE VIDEOGRAPHER: We are on the record.
The date is August 4th, 2023. The time on the
video monitor is 10:08 a.m.

This marks the beginning of Video Number 1
of the 30(b)(6) deposition of Rough Country,
LLC in the matter of Bryson versus Rough
Country, LLC.

My name is Mike Brown representing
Veritext Legal Solutions; I'm the videographer.
Our court reporter is Jennifer Ourada.

Would the court reporter please swear in
-- I'm sorry -- counsel, please state your
names for the record and whom you represent.

MS. CANNELLA: Tedra Cannella, Rob Snyder,
Devin Mashman, and Hannah Drosky Amanuel here
for the Plaintiffs.

MR. HILL: Rick Hill and Aaron Chausmer
here for Defendant, Rough Country.

THE VIDEOGRAPHER: Will the court reporter
please swear in the witness.

(The oath was remotely administered to the
witness by the court reporter.)

Whereupon,

1 RAD JASON HUNSLEY,
2 after having first been duly remotely sworn, testified
3 as follows:

4 CROSS-EXAMINATION

5 BY MS. CANNELLA:

6 Q Good morning. How are you doing today?

7 A Good. How about yourself?

8 Q Good. And can you tell the jury, please,
9 your full name and your position at Rough Country?

10 A Rad Jason Hunsley, and I'm VP of Research
11 and Development for Rough Country.

12 Q And, Mr. Hunsley, you're here to speak on
13 behalf of Rough Country today. Correct?

14 A Yes, ma'am.

15 Q Is it Rough Country's position that it's
16 perfectly safe to add a 4-inch Rough Country lift
17 kit to a Ford F-250?

18 MR. HILL: Object to the form. Go ahead.

19 BY WITNESS:

20 A Yes. We believe that -- yes, we believe
21 it is safe to add a 4-inch lift to an F-250.

22 BY MS. CANNELLA:

23 Q And there was a deposition notice in this
24 case today.

25 Did you get a chance to look at that?

1 A Yes.

2 Q And it had 13 topics in it. Correct?

3 A Yes, ma'am.

4 Q And is it your understanding that Rough
5 Country had a duty to give you all the information
6 it had on the topics in the notice?

7 A Yes, ma'am.

8 Q And as part of your preparation for this
9 deposition, did you review Rough Country's sworn
10 responses to Plaintiff's interrogatories?

11 A Yes, ma'am.

12 Q And those were sworn under oath by Patrick
13 Just. Correct?

14 A Yes, ma'am.

15 Q Let me ask you this: Did Rough Country
16 ever consider the possibility of injury because the
17 Rough Country lift raising a striking vehicle, a
18 vehicle that's hitting another vehicle caused the
19 striking vehicle to bypass the other vehicle's frame
20 rails and its crash protection features?

21 A Yes. You know, we reviewed, as in this
22 case, the evidence and reports that have been
23 submitted, you know, from this and other, in Bacho.
24 I've reviewed NHTSA, we've reviewed as a company the
25 NHTSA test data regarding lifts -- regarding upper

1 heights.

2 Q Okay. So if I heard you correctly, you
3 said that Rough Country reviewed Bacho's reports,
4 NHTSA literature.

5 And was there something else that Rough
6 Country reviewed? I'm just trying to remember
7 everything you said.

8 A No, that's it.

9 Q Do you know what Rough Country reviewed
10 from NHTSA?

11 A The 2012 study or evaluation, you know,
12 of -- I can't remember what the exact type the
13 document was regarding vehicle compatibility.

14 Q And so Rough Country is aware that when
15 someone installs a Rough Country lift, that causes
16 vehicles to be less compatible. Correct?

17 MR. HILL: Object to the form. Go ahead.

18 BY THE WITNESS:

19 A No. Not to my knowledge, no.

20 BY MS. CANNELLA:

21 Q Does Rough Country disagree with NHTSA's
22 conclusions in the 2012 paper that you're talking
23 about?

24 A No. To my knowledge, their conclusions
25 were relatively inconclusive.

1 Q Okay. So it's Rough Country's position
2 that no one knows if lifting a truck causes --
3 increases the chance of injury in a wreck; is that
4 right?

5 A We have never been -- I've never been
6 presented with evidence to that, yes.

7 Q You've never been presented with evidence
8 that injuries can be caused because of a lift kit?

9 MR. HILL: Object to the form. Go ahead.

10 BY THE WITNESS:

11 A Injuries could be caused in any vehicle
12 accident.

13 BY MS. CANNELLA:

14 Q I'm sorry, can you repeat that?

15 A I said: Injuries could be caused in any
16 vehicle accident.

17 Q And what did Rough Country do to figure
18 out whether its lift kits would increase or cause --
19 increase the chances of injury or death?

20 MR. HILL: Object to the form. Go ahead.

21 BY THE WITNESS:

22 A Basically, you know, we've been selling
23 the kits for 30 years. And from consumer feedback,
24 we have -- don't have any evidence that the inherent
25 nature of our kits cause any issue.

1 THE COURT REPORTER: Ms. Cannella?

2 MS. CANNELLA: Yes, ma'am.

3 THE COURT REPORTER: I'm sorry, can we go
4 off for one moment.

5 MS. CANNELLA: Yes, ma'am.

6 THE VIDEOGRAPHER: Off the record, 10:15.

7 (There was a break in the proceedings from
8 10:15 a.m. through 10:17 a.m.)

9 THE VIDEOGRAPHER: Back on the record.

10 The time is 10:17.

11 BY MS. CANNELLA:

12 Q All right. Mr. Hunsley, you said that
13 no -- that Rough Country has no evidence from
14 consumer feedback that its lift kits are causing an
15 issue with injury.

16 Is it Rough Country's testimony that it's
17 waiting for its consumers to tell it if people are
18 getting hurt in crashes because of the lift kit?
19 How would consumers know that?

20 A Well, we've never had any feedback from
21 any government agencies. What I mean by
22 "consumers," we've been putting our product in
23 commerce for 30 years. And with the millions of
24 kits and billions of miles of exposure of our
25 product on the road, we've never had any incidents.

1 I don't know of any incidents where the -- where our
2 kit is clearly defined as being an inherent negative
3 factor in any type of incident.

4 Q All right. Mr. Hunsley, we're going to
5 get back to Rough Country's knowledge of incidents
6 on the road. So we'll come back to that in a little
7 bit, but I want to go back to something that you've
8 already said and my question specifically, which is:
9 What has Rough Country done to figure out if its
10 lift kits are increasing the chance of injury to
11 people on the road?

12 MR. HILL: Object to the form. Go ahead.
13 BY THE WITNESS:

14 A Again, we -- you know, we've reviewed data
15 from the Bacho case. In the last ten-plus years,
16 it's really the only one that I personally have had
17 information on regarding analysis, you know, kind of
18 real analysis of our kit, you know, and their effect
19 in a dynamic crash, you know, scenario. And from
20 those results, there was, you know, no findings or,
21 you know, no findings that warranted any, you know,
22 need for redesign, corrective action, I guess
23 relative to our protocols and components and kit
24 performance.

25 Q So is it true that what you're saying is

1 all Rough Country has done to figure out if its lift
2 kits cause injury or increase the chances of injury
3 to people on the road is review the information that
4 it received in the Bacho case in 2014. Correct?

5 MR. HILL: Object to the form.

6 BY THE WITNESS:

7 A As far as any specific data relative to
8 kind of our kits, you know, in a dynamic crash
9 scenario, that would be accurate.

10 BY MS. CANNELLA:

11 Q What data are you talking about?

12 A The expert reports that were generated
13 from that -- the investigation of that incident.

14 Q Okay. So let me go back to my question.
15 Is it just Bacho that RC -- that Rough Country has
16 looked at to figure out if there's any increase in
17 the chance of injury as a result of these lift kits;
18 is that right?

19 MR. HILL: Object to the form. Go ahead.

20 BY THE WITNESS:

21 A Again, their review of NHTSA, you know,
22 testing that's been done. There was a 2005 test.
23 Again, I don't recall the name of that test where
24 NHTSA had seven or eight different vehicles from
25 different categories, you know, sizes of vehicles

1 that they did frontal and side impact testing on.
2 And I reviewed that data shortly after joining the
3 Rough Country team in 2014 again because the Bacho
4 case was underway at that time. But that data that
5 was collected by NHTSA back in the early 2000s again
6 provided no conclusivity that the products that we
7 produce would inherently negatively impact vehicle
8 collisions. There's just a lot of contributing
9 factors that cause a various degree of...

10 MS. CANNELLA: Move to strike as
11 nonresponsive.

12 (Plaintiffs' Exhibit Number 1 was marked
13 for identification.)

14 BY MS. CANNELLA:

15 Q Okay. Mr. Hunsley, let's look at what
16 Rough Country has said in this case. I'm going to
17 show you the Defendant Rough Country's Second
18 Supplemental Response to Plaintiff's First
19 Interrogatories, which you mentioned you have
20 reviewed; is that right?

21 A Yes.

22 Q Okay. Can you see my screen?

23 A Yes.

24 Q Okay. And we're going to go to
25 Interrogatory Number 6 here.

1 Can you see that there?

2 A Yes.

3 Q I'm going to focus on the last sentence
4 here (as read): Describe all work you -- Rough
5 Country -- have done to account for the possibility
6 of such injury, including all tests, design
7 criteria, and performance objectives.

8 Do you see that?

9 A Yes.

10 Q Okay. And there's a number of objections
11 here and multiple attempts to answer the question
12 including one that was ordered by the court.

13 There is no statement in this
14 interrogatory response that Rough Country did
15 anything to account for the possibility of injury or
16 to figure out whether there was any possibility of
17 injury; is that correct?

18 A We don't feel that our product -- as I
19 said, we don't feel that our product inherently
20 causes an increased risk of injury.

21 MS. CANNELLA: Move to strike as
22 nonresponsive.

23 BY MS. CANNELLA:

24 Q Is it correct that Rough Country in its
25 written responses did not provide any information

1 about work it had done to figure out whether its
2 product cause injury?

3 MR. HILL: Object to the form. Go ahead.

4 BY THE WITNESS:

5 A I'm stating that -- again, you know, we
6 have -- the documents that we have reviewed as a
7 company, that I personally have reviewed, you know,
8 even prior to this litigation.

9 BY MS. CANNELLA:

10 Q Mr. Hunsley, I understand that and you've
11 talked about that, but I need you to answer my
12 specific question that I'm asking. We've exchanged
13 written responses in this case. Correct?

14 A Yes.

15 Q Okay. And Plaintiffs asked, quote
16 (as read): Describe all work done by you to account
17 for the possibility of such injury, including all
18 tests, design criteria, and performance objectives.

19 Is that correct?

20 A Yes.

21 Q Okay. And in response to that in the
22 written discovery, there is no mention of any
23 testing done. Correct?

24 A Yes. We have not personally conducted any
25 testing. That is accurate.

1 Q You did not do any physical crash tests.
2 Correct?

3 A That is correct.

4 Q And Rough Country did not do any computer
5 crash-testing. Correct?

6 A No. No, we have not been directly
7 involved, again other than expert tests that were
8 done for incidents, like for Bacho.

9 Q I'm sorry. Has Rough Country done any
10 computer tests to figure out whether its vehicles --
11 whether its lifts can cause injury?

12 MR. HILL: Object to the form. Go ahead.

13 BY THE WITNESS:

14 A No.

15 BY MS. CANNELLA:

16 Q And Rough Country hasn't done any research
17 about the possibility of creating such tests.
18 Correct?

19 A You know, we, again in reviewing the data
20 that's out there from NHTSA, there doesn't appear to
21 be any inherent risk, you know, so, no, we don't --
22 I wouldn't know how to create a test to, you know,
23 verify what you're asking.

24 MS. CANNELLA: Move to strike as
25 nonresponsive.

1 BY MS. CANNELLA:

2 Q Did Rough Country do any research to
3 figure out how it might design a test to know and to
4 explore and to research whether lift kits can
5 contribute or cause injury in wrecks?

6 A No, we did not because we don't -- the
7 issue.

8 MS. CANNELLA: Move to strike as
9 nonresponsive everything after the word "no."

10 BY MS. CANNELLA:

11 Q Did Rough Country hire any safety
12 companies to explore this question?

13 MR. HILL: Object to the form. Go ahead.

14 BY THE WITNESS:

15 A No, not that I'm aware.

16 BY MS. CANNELLA:

17 Q Did Rough Country have any meetings with
18 NHTSA about this issue?

19 A And what issue specifically?

20 Q The possibility that vehicle mismatch in
21 raising bumpers can cause injury.

22 MR. HILL: Object to form. Go ahead.

23 BY THE WITNESS:

24 A Again any vehicle impact is going to
25 potentially cause injury. We have not had any

1 direct communications with NHTSA regarding our
2 specific product and its impact, you know, on a
3 crash, no.

4 MS. CANNELLA: Move to strike as
5 nonresponsive.

6 BY MS. CANNELLA:

7 Q Has Rough Country had any meeting with
8 NHTSA?

9 A Not that I'm aware of.

10 Q Is there somebody else at Rough Country
11 who would know the answer to that question with
12 certainty?

13 A Yeah. Possibly Ken Dunn -- again, to my
14 knowledge, there's never been communications with
15 NHTSA, not in the eight years that I've been here.

16 Q And has Rough Country had any meetings
17 with automakers about the problems that can be
18 created by adding aftermarket lifts?

19 MR. HILL: Object to the form. Go ahead.

20 BY THE WITNESS:

21 A Our direct -- you know, I'm aware that the
22 automakers know that our lifts are installed on
23 their product. And, again, there's no inherent
24 issue with or increased issue with our lifts being
25 installed on their product, to my knowledge.

1 MS. CANNELLA: Move to strike as
2 nonresponsive.

3 BY MS. CANNELLA:

4 Q Mr. Hunsley, has RC, has Rough Country had
5 any meetings with representatives of automakers
6 about the problems that can be caused when
7 aftermarket lift kits are installed on vehicles?

8 MR. HILL: Object to form. Go ahead.

9 BY THE WITNESS:

10 A No, not that I'm aware of, that specific
11 topic, no.

12 BY MS. CANNELLA:

13 Q Isn't it true that RC has never created
14 any design criteria to account for the possibility
15 of increased crash intrusion caused by a vehicle's
16 aftermarket lift?

17 MR. HILL: Object to the form. Go ahead.

18 THE WITNESS: Could you repeat the
19 question again, please?

20 BY MS. CANNELLA:

21 Q Isn't it true that RC did not create any
22 design criteria to account for the possibility of
23 increased crash intrusion caused by aftermarket
24 lifts?

25 MR. HILL: Same objection. Go ahead.

1 BY THE WITNESS:

2 A Yeah -- no -- yes, I guess, no, we have
3 not.

4 BY MS. CANNELLA:

5 Q And isn't it true that Rough Country has
6 not attempted to create any performance criteria to
7 account for the possibility of increased crash
8 intrusion caused by aftermarket lifts?

9 MR. HILL: Object to the form. Go ahead.

10 BY THE WITNESS:

11 A I'm not sure what you're looking for
12 there, the performance of. We don't believe that
13 the function or performance of our kits intuitively
14 increase any danger to the crashworthiness of any
15 vehicle.

16 BY MS. CANNELLA:

17 Q Okay. Mr. Hunsley, where are the meeting
18 minutes from the discussions that Rough Country is
19 saying today it had about the NHTSA study in 2012?

20 MR. HILL: Object to the form. Go ahead.

21 BY THE WITNESS:

22 A There's no formal meeting minutes that I'm
23 aware of.

24 BY MS. CANNELLA:

25 Q Who was at that meeting?

1 MR. HILL: Object to form.

2 BY THE WITNESS:

3 A It would have been, you know, more
4 reviewing of the documents, of the NHTSA documents,
5 you know as they were brought to our company's
6 attention. You know, for me, specifically, it would
7 have been in 2014 when I joined the firm -- or the
8 company and was, you know, kind of being brought up
9 to speed on the Bacho case that was present at that
10 time.

11 BY MS. CANNELLA:

12 Q And so was there a meeting about the Bacho
13 case and the NHTSA study?

14 A No formal meeting. Just the documents had
15 been, you know, presented to me to review, and me
16 and my colleagues would have discussed them, you
17 know, internally.

18 Q And who did you discuss them with?

19 A Ken Dunn, Patrick Just --

20 Q And what did they -- I'm sorry. Anybody
21 else?

22 A Possibly my senior design manager. I'm
23 not sure. It's been eight years ago.

24 Q Okay. And who was the senior design
25 manager at that time?

1 A Bryan Nale.

2 Q Bryan Nale. And what was -- what did the
3 people at that meeting say about their conclusions
4 regarding whether lifts increased the possibility of
5 injury or death in wrecks?

6 MR. HILL: Object to the form. Go ahead.

7 BY THE WITNESS:

8 A I think we were all of the same conclusion
9 that there was no evidence of any -- that increased
10 lift of a vehicle again causes an inherent risk. In
11 the Bacho case, from the expert testimony that I
12 reviewed and the tests that were done actually
13 showed the latter.

14 BY MS. CANNELLA:

15 Q And the people that you just referenced,
16 none of them are licensed engineers. Correct?

17 A Myself and Ken Dunn are degreed engineers.

18 MS. CANNELLA: Move to strike as
19 nonresponsive.

20 BY MS. CANNELLA:

21 Q The people that you just discussed, none
22 of them are licensed engineers. Correct?

23 A We're degreed engineers; we're not PEs.

24 MS. CANNELLA: Move to strike as
25 nonresponsive.

1 BY MS. CANNELLA:

2 Q Yes or no: Are the people you just
3 discussed, none of them are licensed engineers.
4 Correct?

5 A I guess in the term that you may be
6 saying. I'm an engineer. I'm not a professional, I
7 do not hold the professional engineer stamp.

8 Q And professional engineering is a
9 credential that makes somebody a licensed engineer.
10 Correct?

11 A I guess possibly in some states, yeah. I
12 believe that's correct.

13 Q Thank you. And your background is, at the
14 time you came to Rough Country and started reviewing
15 the Bacho documents and deciding whether lifts were
16 dangerous, your background was in smokers. Correct?

17 MR. HILL: Object to the form.

18 BY THE WITNESS:

19 A I came from a smoker manufacturing company
20 when I joined Rough Country --

21 Q What was the -- sorry -- what was the name
22 of that company?

23 A Southern Pride. Prior to that --

24 Q And Southern Pride -- I'm sorry, go ahead.

25 A Prior to that, I spent 16 years in the

1 motorcycle industry.

2 Q I understand. And Southern Pride is the
3 world leader in the commercial rotisserie smoker
4 oven industry. Correct?

5 A Yes, ma'am.

6 Q All right. And before that, you were at
7 Boss Hog Cycles as their COO. Correct?

8 A Yes, ma'am.

9 Q All right. And did you ever design any
10 automotive parts as COO of Boss Hog Cycles?

11 A Yes. Relative to motorcycles, yes.

12 Q Okay. And what were those parts?

13 A The frame of the motorcycle. Primarily
14 the frame but also collaborated with the steering,
15 rear suspension, and transmission design for the --

16 Q Okay. So you knew at that time that
17 changing the suspension of a vehicle can change its
18 crash dynamics. Correct?

19 A Changing the suspension can sometimes
20 cause a change in the performance of the vehicle,
21 yes.

22 Q And it can change its crash dynamics.
23 Correct?

24 A Yes, it could make it better or worse.

25 Q Okay. Did RC do anything to find out

1 whether changing the suspension on the vehicles that
2 it recommended putting these lifts on would change
3 the crash dynamics?

4 MR. HILL: Object to form. Go ahead.

5 BY THE WITNESS:

6 A There is no historical data from Rough
7 Country prior to us even joining the industry that
8 indicates that raising the height of a truck
9 inherently causes increased risk of injury.

10 Q Well, let me ask you this: If Rough
11 Country had evidence that increasing the suspension
12 on these vehicles increased the chance of injury,
13 would it stop selling them?

14 MR. HILL: Object to form. Go ahead.

15 BY THE WITNESS:

16 A If we knew any component of our product
17 offering was unsafe, we would take the appropriate
18 actions to correct that issue.

19 BY MS. CANNELLA:

20 Q Okay. So would they stop selling them?

21 MR. HILL: Same objection. Go ahead.

22 BY THE WITNESS:

23 A If it was found that that product could
24 not be made reasonably safe, you know, in providing
25 the utility that was requested or required of the

1 consumer, then, yes, I would assume we would.

2 BY MS. CANNELLA:

3 Q Okay. Do you agree it's foreseeable that
4 an F-250 with an RC lift will be in a collision?

5 A Yes. Any vehicle could be involved in a
6 collision, yes.

7 Q Okay. And do you agree it's foreseeable
8 that an F-250 with a Rough Country lift will crash
9 into the rear of a car?

10 A Yes, there's a potential for that.

11 Q And do you agree it's foreseeable that an
12 F-250 with a Rough Country lift -- to collide with a
13 vehicle that has a child restrained in the backseat?

14 A Yes. Vehicles -- collisions could happen
15 in a multitude of configurations, yeah.

16 Q And so you agree it's foreseeable that a
17 Rough Country lifted vehicle can crash into a car
18 that has a child restrained in the backseat?

19 A Yes, ma'am.

20 Q Okay. Now, you and Rough Country have
21 been investigating the collision in this case for
22 some time. Correct?

23 A Yes, ma'am.

24 Q You personally inspected the vehicles
25 involved in this collision; is that right?

1 A Yes, ma'am.

2 Q You looked at the F-250 with the lift.

3 Right?

4 A Yes, ma'am.

5 Q And you also inspected the Ford Escape
6 that the Brysons were in at the time of the wreck?

7 A Yes, ma'am.

8 Q Okay. And you made recordings of those
9 inspections; is that right?

10 A I took some pictures, yes, out there, yes,
11 ma'am.

12 Q And you also used a voice recorder to make
13 notes. Correct?

14 A No, I don't recall making any voice
15 recording.

16 Q Okay. If you did make voice recordings,
17 would you still have those?

18 A Yeah. Like I said, I don't -- I don't
19 typically do that, so I don't know that that was
20 done.

21 Q Did anybody tell you to make those
22 recordings?

23 A No.

24 Q Okay. Isn't it true that Rough Country
25 claims that the only reason Cohen Bryson died was

1 because the striking driver caused the crash?

2 MR. HILL: Object to form. Go ahead.

3 THE WITNESS: What was the question again?

4 BY MS. CANNELLA:

5 Q Isn't it true that Rough Country claims
6 the only reason Cohen Bryson died was because the
7 striking driver caused the crash?

8 MR. HILL: Same objection. Go ahead.

9 BY THE WITNESS:

10 A I believe the manner in which the driver
11 operated the vehicle, yes, caused the injuries.

12 BY MS. CANNELLA:

13 Q And the striking driver in this case was
14 the one who was using the Rough Country lift; is
15 that right?

16 A Yes, ma'am.

17 Q The people who have these lifts, those are
18 Rough Country's customers. Right?

19 A Yes, ma'am.

20 Q And isn't it true it's straight out of
21 Rough Country's playbook to blame Rough Country's
22 own customers?

23 MR. HILL: Object to the form.

24 BY THE WITNESS:

25 A No, I do not agree with that.

1 BY MS. CANNELLA:

2 Q As Rough Country's representative charged
3 with investigating this case and as we've discussed
4 today already, you know about the Bacho versus Rough
5 Country lawsuit filed March 26, 2014. Correct?

6 A Yes, ma'am.

7 Q And that case involved a minor child that
8 was killed. Correct?

9 A Yes, ma'am.

10 Q And in that case, the Plaintiff alleged
11 that the subject lift kit raised the height of the
12 subject truck's front bumper. When the subject
13 truck impacted the Plaintiff's vehicle, the
14 side-impact protection on the Plaintiff's vehicle
15 was overridden. Correct? That was the allegation?

16 A That was the allegation from Plaintiff,
17 yes.

18 Q From the Plaintiff. And the Plaintiff
19 also said that that override caused the front bumper
20 to intrude into the occupant compartment of the
21 Plaintiff's vehicle and strike the Plaintiff's
22 decedent resulting in her fatal injuries. Correct?

23 A I believe that's what they claimed, yes.

24 (Plaintiffs' Exhibit Number 2 was marked
25 for identification.)

1 BY MS. CANNELLA:

2 Q Okay. I'm going to share with you a
3 document that Rough Country produced in this case,
4 the apportionment of fault notice from January 8th,
5 2018.

6 Do you see that document?

7 A Yes, ma'am.

8 Q Okay. And the title there is, Defendant's
9 Brief in Support of Motion to Apportion Fault to a
10 Nonparty, correct, under state law?

11 A Yes, ma'am.

12 Q Okay. And the Defendant is Rough Country,
13 formerly known as Heckethorn Products. Correct?

14 A Yes, ma'am.

15 Q Okay. And let's go to the last page of
16 this. The date on it is January 8th, 2015.
17 Correct?

18 A Yes, ma'am.

19 Q And that was eight and a half years ago?

20 A Yes, ma'am.

21 Q Okay. I'm going to move to the second
22 page, the last sentence there. Rough Country says
23 (as read): Taylor Long -- and then gives the
24 address -- Mr. Long ran a red light because of
25 inattentiveness due to talking on his cell phone

1 with his girlfriend, which caused the crash and all
2 of Plaintiffs' resulting injuries and damages.

3 Did I read that correctly?

4 A Yes, ma'am.

5 Q Mr. Long was the driver of the lifted
6 truck in the Bacho case. Correct?

7 A Yes, ma'am.

8 Q And Mr. Long was Rough Country's customer.
9 Correct?

10 A Yes, ma'am.

11 Q Isn't it true that Rough Country has been
12 trying to avoid responsibility for its defective
13 lifts for at least eight and a half years by blaming
14 Rough Country's own customers?

15 MR. HILL: Object to the form. Go ahead.

16 BY THE WITNESS:

17 A No, that's not accurate.

18 BY MS. CANNELLA:

19 Q Isn't it true that Rough Country knows
20 that trucks that have Rough Country lifts are going
21 to be in crashes? We've talked about that.
22 Correct?

23 A Yes, ma'am.

24 Q And isn't it true that Rough Country knows
25 trucks that with Rough Country lifts have to be

1 designed to be safe in crashes?

2 MR. HILL: Object to the form. Go ahead.

3 BY THE WITNESS:

4 A The auto manufacturers that design these
5 vehicles go through extensive testing and analysis
6 to make sure that the vehicles are safe on the
7 roads --

8 BY MS. CANNELLA:

9 Q And the automakers -- oh, I'm sorry, I
10 didn't mean to interrupt you. Go ahead and finish.

11 A And then we go through extensive design of
12 our products to ensure that our lifts maintain the
13 OE performance.

14 Q Can you say that last part again? That
15 Rough Country goes through extensive what?

16 A We design our product to ensure the
17 performance of the OE vehicle is maintained, from a
18 suspension handling perspective.

19 Q Okay. We're going to get back to that,
20 both of those things.

21 But, first, isn't it true that if trucks
22 didn't get in crashes, they wouldn't need seat
23 belts. Correct?

24 MR. HILL: Object to form. Go ahead.

25

1 BY THE WITNESS:

2 A Yeah, I guess you're probably accurate.

3 BY MS. CANNELLA:

4 Q And isn't it true that if trucks didn't
5 get in crashes, they wouldn't need airbags.

6 Correct?

7 MR. HILL: Same objection.

8 BY THE WITNESS:

9 A Yes. The intention of an airbag is to
10 lessen the severity of impact in the crash, yes.

11 BY MS. CANNELLA:

12 Q And Rough Country agrees that trucks do
13 need seat belts and airbags. Right?

14 A Yes.

15 Q Okay. And isn't it true that Rough
16 Country knows that Rough Country lifts have to be
17 designed to be safe in crashes because crashes
18 happen?

19 MR. HILL: Object to form. Go ahead.

20 BY THE WITNESS:

21 A Yes, we -- I would agree with that.

22 BY MS. CANNELLA:

23 Q And isn't it true that Rough Country
24 blames its own customers for injuries and deaths
25 that happen in crashes involving Rough Country

1 products, but Rough Country never tells those people
2 that they could kill someone if they choose to use a
3 Rough Country lift?

4 MR. HILL: Object to the form.

5 BY THE WITNESS:

6 A It could be false -- they -- that's false
7 because that would -- you're insinuating that the
8 lift of a truck inherently causes an increased risk
9 of severity in a crash, which is not accurate.

10 BY MS. CANNELLA:

11 Q Does Rough Country agree that the Brysons
12 did nothing wrong?

13 MR. HILL: Object to the form. Go ahead.

14 BY THE WITNESS:

15 A Yeah. I don't know of anything that the
16 Brysons could have done differently at this point.

17 BY MS. CANNELLA:

18 Q And does -- I'm sorry. Finish that.

19 A Based on what I know of the evidence, you
20 know, of what I've reviewed at this point.

21 Q And does Rough Country agree that the
22 Bachos back in 2014, in the 2014 case, that the
23 Bachos did nothing wrong?

24 A No. I don't know of anything that they
25 did, no.

1 Q Isn't it true that both families were
2 stopped at red lights when these fatal crashes
3 happened?

4 A I believe that in the Bacho case, they
5 were actually traversing through an intersection
6 when they were impacted.

7 Q Does Rough Country agree that neither
8 family, neither the Brysons nor the Bachos, had a
9 choice about whether the person that hit them had
10 installed a Rough Country lift on their vehicle?

11 A They had no bearing to what vehicle could
12 have impacted them.

13 MS. CANNELLA: Move to strike as
14 nonresponsive.

15 BY MS. CANNELLA:

16 Q Does Rough Country agree that neither
17 family, neither the Brysons nor the Bachos, had a
18 choice about whether the person that hit them chose
19 to install a Rough Country lift on their vehicle?

20 A I would agree.

21 Q And do you agree that as long as Rough
22 Country continues to sell 4-inch-and-higher lift
23 kits, Georgia motorists and their families are
24 powerless to avoid any injuries they cause?

25 MR. HILL: Object to form. Go ahead.

1 BY THE WITNESS:

2 A I don't know of any -- Rough Country knows
3 of no evidence of increased injury to the public by
4 lifting a vehicle.

5 BY MS. CANNELLA:

6 Q Is it true that Rough Country has not
7 warned the general public that there could be any
8 risk of lifted vehicles bypassing crash protections
9 of other vehicles?

10 MR. HILL: Object to form. Go ahead.

11 BY THE WITNESS:

12 A No. We have never -- we don't know of any
13 evidence that would indicate that, what you're
14 stating.

15 BY MS. CANNELLA:

16 Q I want to ask you about the Mendoza versus
17 Heckethorn Products, doing business as Rough Country
18 Suspension Systems case.

19 Do you know about that case?

20 A Very little. But I mean, I haven't seen
21 any, you know, pleadings or responses to anything in
22 that case. I know that there was a -- I believe a
23 side-impact crash.

24 (Plaintiffs' Exhibit Number 3 was marked
25 for identification.)

1 BY MS. CANNELLA:

2 Q I'm going to show you -- and, Devin, this
3 is not in my folder, it's in yours -- I'm going to
4 show you the Complaint from that case.

5 Do you see that on the screen?

6 A Yes.

7 Q I'm sorry, can you repeat that?

8 A Yes, ma'am, I can see it now.

9 Q Okay. And that's a case by the Mendoza
10 family against Rough Country and other people.
11 Correct?

12 A Yes, ma'am.

13 Q Okay. And if we go to page --
14 Bates-marked 5366 -- this was in the documents that
15 Rough Country produced in this case. Correct? You
16 can see the Bates number there at the bottom?

17 A Yes.

18 Q So going to 5366, the Complaint says that
19 (as read): The lift kit was defectively designed
20 because, once installed, it results in an
21 unreasonably dangerous bumper height on the subject
22 vehicle.

23 Correct? Did I read that correctly from
24 (a) right there?

25 A Yeah. I would assume that's what the

1 Plaintiff is saying, yes.

2 Q Okay. And it also says that -- in the
3 next paragraph, that (as read): The lift kit was
4 defective and unreasonably dangerous because, once
5 it was installed, it resulted in unreasonably
6 dangerous bumper height that bypasses most, if not
7 all, safety protections afforded by passenger
8 vehicles in foreseeable accidents.

9 Correct?

10 A Yes. Again, that's the statement from the
11 Plaintiffs, yes.

12 Q Okay. And this notice was given to Rough
13 Country, let's see...

14 Do you know the date that Rough Country
15 was sued in this case?

16 A 2010, it looks like.

17 Q 2010. Correct. Okay. So after the
18 Mendoza case, did Rough Country have any other
19 meetings that we talked about earlier where the
20 executives got together and decided that the
21 evidence was enough to prove that Rough Country
22 lifts caused injuries?

23 MR. HILL: Object to the form. Go ahead.

24 BY THE WITNESS:

25 A That was prior to my employment here, so I

1 really can't speak to it.

2 BY MS. CANNELLA:

3 Q Has anyone ever told you about any --

4 A No. You know, other than, no.

5 MR. HILL: If you can hear us, you're
6 frozen on our end.

7 THE COURT REPORTER: Ms. Cannella is
8 frozen at my end. Is everyone else still on?

9 MR. HILL: Yes. Rob? It appears he may
10 be frozen too.

11 THE VIDEOGRAPHER: All right. Let's go
12 off the record, 10:53.

13 (There was a break in the proceedings from
14 10:53 a.m. through 11:19 a.m.)

15 THE VIDEOGRAPHER: Back on the record.
16 The time is 11:19.

17 BY MS. CANNELLA:

18 Q All right. Mr. Hunsley, we were
19 interrupted there, but we were talking about the
20 Mendoza case from 2010. Correct?

21 A Yes, ma'am.

22 Q All right. And you mentioned that that
23 was before you joined Rough Country, but part of
24 your responsibility today is to have all the
25 information that Rough Country has about the topics

1 in the deposition notice. Correct?

2 A Yes, ma'am.

3 Q Okay. And you would testify that one of
4 the things that Rough Country does is monitor
5 complaints about injuries caused by its lift kits.
6 Correct?

7 MR. HILL: Object to the form. Go ahead.

8 BY THE WITNESS:

9 A Yes, ma'am.

10 Q Yes? And is it your testimony that nobody
11 at Rough Country told you about this particular
12 complaint of Rough Country kits causing injury?

13 A As I stated before, the Mendoza was
14 referenced I think in Bacho also, so, yeah, there
15 was some reference there.

16 (Plaintiffs' Exhibit Number 4 was marked
17 for identification.)

18 BY MS. CANNELLA:

19 Q Okay. So you do know about it, so I'm
20 going to ask you some questions about it. First, I
21 want to show you some pictures from the Mendoza
22 case.

23 Can you see that picture on the screen?

24 A Yes, ma'am.

25 Q All right. And I'll represent to you that

1 that's a picture from the Mendoza crash.

2 Have you ever seen that picture before?

3 A I personally have not.

4 Q Okay. Does it appear to you that the
5 lifted truck is lifted in a way that it goes above
6 the crash protections of the vehicle that's been
7 struck?

8 MR. HILL: Object to the form, but go
9 ahead.

10 BY THE WITNESS:

11 A I can't state that it would be -- override
12 or lifted above all the crash protections in the
13 vehicle.

14 BY MS. CANNELLA:

15 Q Mr. Hunsley, what did Rough Country do
16 after it saw this picture to figure out if lifting
17 trucks was going to cause those trucks to override
18 crash protections in other vehicles?

19 MR. HILL: Object to the form. Go ahead.

20 BY THE WITNESS:

21 A Based on my knowledge of the case, the
22 evidence -- the studies that were done did not
23 provide us any information that the lifted vehicle
24 was the cause of the -- whatever the injuries that
25 were sustained. I'm not privy to the details of

1 whatever the injuries were in that accident.

2 BY MS. CANNELLA:

3 Q Well, what study are you talking about?
4 This was in 2010. Correct?

5 A Yeah -- yes.

6 Q What study did Rough Country review to
7 determine that its lifts didn't cause injuries in
8 2010?

9 A I'm saying I'm not aware of any expert
10 witness testimony that concluded that the lift kit
11 was the contributing factor to the -- to any
12 injuries.

13 Q Mr. Hunsley, do you agree that Rough
14 Country has a duty to consumers to make sure its
15 products are safe, even if it doesn't get sued; is
16 that correct?

17 MR. HILL: Object to the form. Go ahead.

18 BY THE WITNESS:

19 A I believe we have a duty to make sure our
20 products are safe, yes, when we're informed that
21 there is an issue.

22 BY MS. CANNELLA:

23 Q Does Rough Country have any duty to
24 investigate whether its own products are safe?

25 MR. HILL: Same objection. Go ahead.

1 BY THE WITNESS:

2 A Basically the same response. You know,
3 whenever we're notified that there is an issue with
4 the performance of our kit, yes, I feel that we have
5 a duty to investigate and take appropriate action.

6 BY MS. CANNELLA:

7 Q And what did Rough Country do after it was
8 informed of the Mendoza case? What did Rough
9 Country do to figure out if its product was safe
10 after the Rough Country -- the Mendoza versus Rough
11 Country case?

12 MR. HILL: Object to the form. Go ahead.

13 BY THE WITNESS:

14 A Again, based on the -- kind of the
15 conclusion of the evidence in that case, I don't
16 think there was any evidence that warranted any
17 redirection of the design of our product.

18 Q Did Rough Country do a crash test to
19 decide that?

20 A To the best of my knowledge, there was not
21 a crash test done to simulate the Mendoza case.

22 Q Did it do any computer crash testing to
23 figure that out?

24 A Again, not to my knowledge, but, again, I
25 have not reviewed all of the documents or are privy

1 to necessarily all the documents in the Mendoza
2 case.

3 Q Has anyone told you about any crash
4 testing or computer-aided design testing?

5 A No, ma'am.

6 Q Okay. And did Rough Country call up the
7 manufacturer of that truck and say, hey, what
8 happens if we lift this truck? Is that dangerous?
9 Does that change the crash vehicle dynamics?

10 MR. HILL: Object to the form.

11 BY THE WITNESS:

12 A No. We didn't have any specific
13 communications with the OE manufacturer of the
14 truck. Again, we design our lift kits to maintain
15 performance -- handling performance characteristics
16 (indiscernible audio).

17 MS. CANNELLA: Can you guys hear
18 Mr. Hunsley okay? Yeah, I think you've got to
19 maybe speak up a little bit.

20 THE WITNESS: Okay. Sorry.

21 MS. CANNELLA: Okay. Thank you.

22 THE COURT REPORTER: I'm sorry, could you
23 repeat the answer because it was all broken up.

24 THE WITNESS: Please repeat the question.

25 MS. CANNELLA: Jennifer, could you give us

1 the question again? I'm sorry. You're muted.

2 THE COURT REPORTER: I'm sorry.

3 MS. CANNELLA: It's okay.

4 (The last question was read back by the
5 court reporter.)

6 BY THE WITNESS:

7 A My response is: No. We did not have any
8 direct communications with the OE manufacturer
9 regarding the Mendoza case.

10 BY MS. CANNELLA:

11 Q And by "OE manufacturer," you mean the
12 automaker?

13 A Yes, the manufacturer of that truck.

14 Q Gotcha. Okay. You testified earlier that
15 automakers go through extensive testing to make sure
16 the truck is safe.

17 Did I remember that correctly? Am I
18 paraphrasing correctly?

19 A Yes, ma'am.

20 Q Isn't it true automakers tell people not
21 to raise the suspension of their vehicles?

22 MR. HILL: Object to the form, but go
23 ahead.

24 BY THE WITNESS:

25 A They may tell, you know, the end users

1 that are -- I would say -- but not the proper
2 evaluation of any product that would alter the
3 vehicle to do such, yes.

4 BY MS. CANNELLA:

5 Q I'm sorry, I didn't understand. I think
6 your answer to the question is yes.

7 But isn't it true that automakers tell
8 people not to raise the suspension on their
9 vehicles?

10 MR. HILL: Object to the form. Go ahead.

11 BY THE WITNESS:

12 A The truck automakers are all aware that
13 Rough Country and others in our industry create kits
14 that lift their trucks.

15 MS. CANNELLA: Move to strike as
16 nonresponsive.

17 BY MS. CANNELLA:

18 Q You testified that automakers go through
19 extensive testing to make sure their trucks are
20 safe.

21 And my question to you is: Isn't it true
22 that automakers tell people not to raise the
23 suspension on their trucks?

24 MR. HILL: Same objection.

25

1 BY THE WITNESS:

2 A The only statement that I'm aware of
3 relative to that is in the some owners (phonetic)
4 where they tell you, being the end user, not to
5 modify their vehicle. Again, a company like Rough
6 Country where we evaluate and engineer the
7 performance of our product to maintain the integrity
8 of the O.E. vehicle, that's what we do.

9 BY MS. CANNELLA:

10 Q Mr. Hunsley, that's not a true statement,
11 is it?

12 A Yes, I believe it to be true.

13 Q Rough Country has no idea whether it's
14 maintaining the integrity of the Ford F-250 in this
15 case 'cause it hasn't done any crash tests, has it?

16 MR. HILL: Object to the form. Go ahead.

17 BY THE WITNESS:

18 A No. We do -- again, from the performance
19 of our vehicle -- the performance of the truck with
20 our kit, you know, we're unaware of any performance
21 features that it doesn't maintain.

22 BY MS. CANNELLA:

23 Q Rough Country's position is that it's
24 unaware of any performance features that the lift
25 kit doesn't maintain.

1 Did I hear that correctly?

2 A Yes, ma'am.

3 Q Isn't it true that Rough Country doesn't
4 want to know if its lifts make vehicles more
5 dangerous in a crash?

6 MR. HILL: Object to form.

7 BY THE WITNESS:

8 A No, that's not accurate.

9 BY MS. CANNELLA:

10 Q Okay. Well, you talked about the 2012
11 study that Rough Country reviewed by NHTSA.
12 Correct?

13 A Yes, ma'am.

14 Q All right. And that's the study written
15 by Nathan Greenwell. Correct?

16 A I mean, I'm not looking at it. I would
17 have to agree with you, yes.

18 Q Okay. And it was about the
19 vehicle-to-vehicle crash compatibility agreement.
20 Correct?

21 A Yes, ma'am.

22 Q Rough Country is aware of that agreement.
23 Correct?

24 A Yes, ma'am.

25 Q All right. And Rough Country reviewed

1 that 2012 study cover to cover. Correct?

2 A Yes, ma'am.

3 Q All right. and it's Rough Country's
4 position that NHTSA's findings in that paper were
5 not enough to cause Rough Country to consider
6 changing the design of its lifts; is that a fair
7 statement?

8 A Yes, ma'am.

9 Q And it's Rough Country's position that
10 NHTSA's findings in that study were not even enough
11 to cause Rough Country to do its own testing.
12 Correct?

13 A Yes. We wouldn't even know what testing,
14 you know, what tests would be asked to be done and
15 what potential results you or the consumer would be
16 looking for and/or us.

17 Q And Rough Country doesn't want to know.
18 Correct?

19 MR. HILL: Object to the form.

20 BY THE WITNESS:

21 A Again, that's not correct.

22 BY MS. CANNELLA:

23 Q Well, has Rough Country -- has Rough
24 Country hired anyone who knows how to test vehicles?

25 MR. HILL: Object to the form. Go ahead.

1 BY THE WITNESS:

2 A We've never hired anyone to directly test
3 our product. Again, we make products for 80-plus
4 different applications, and there's an infinite
5 number of vehicles that our product could be
6 involved with. Again, there's no structured test
7 that we're even aware of that could be conducted, as
8 you're insinuating -- specific to a lifted vehicle.

9 BY MS. CANNELLA:

10 Q I'm sorry?

11 A Specific to a lifted vehicle.

12 Q One of the things that you testified about
13 earlier was that Rough Country doesn't know of
14 incidents where its lifts have caused injury in real
15 road crashes. Correct? Is that a fair paraphrase?

16 A I'm not saying that there hasn't been
17 wrecks with lifts where injuries were caused.
18 That's not what I'm saying. I don't know that the
19 injuries that were sustained in any event involving
20 a Rough Country lift caused those injuries to be any
21 more severe.

22 Q Okay. Correct me if I'm wrong, but I
23 thought earlier today you testified that Rough
24 Country considers the fact that its customers have
25 not complained about injuries being caused by lifts;

1 is that correct?

2 MR. HILL: Object to the form. Go ahead.

3 BY THE WITNESS:

4 A I'm stating that -- yes, customer
5 complaints, you know, either general complaints or
6 via any lawsuits similar to Bacho and Mendoza, we've
7 had no -- other than Bacho and Mendoza in the
8 30-year history of this company, I'm unaware of any,
9 you know, height or override complaints or
10 notifications.

11 BY MS. CANNELLA:

12 Q Mr. Hunsley, if Rough Country doesn't know
13 or claims not to know how to figure out if lifts are
14 causing these injuries, how is it that Rough Country
15 expects people like the Brysons or the Mendozas or
16 the Bachos or anybody else who has been in a wreck
17 with one of these vehicles to figure out if the lift
18 kit caused or contributed to injuries and death?

19 MR. HILL: Object to the form. Go ahead.

20 BY THE WITNESS:

21 A Again, I would say that the document that
22 you referenced regarding the NHTSA
23 vehicle-to-vehicle, that it really wasn't testing
24 the analysis of that over I believe nearly a
25 ten-year period that indicated that, you know, when

1 bumper alignment was changed or altered in pickup
2 trucks, they actually have seen an increased risk of
3 injury or fatality. So, again, there's no evidence
4 that we've been made aware of that the inherent
5 nature of lifting, installing our kit on a vehicle
6 increases the chance of injury to another vehicle.

7 MS. CANNELLA: Move to strike as
8 nonresponsive.

9 BY MS. CANNELLA:

10 Q Mr. Hunsley, is it Rough Country's
11 position that it needs to hear from consumers that
12 its lifts are causing injuries before it takes that
13 risk seriously?

14 MR. HILL: Object to the form. Go ahead.

15 BY THE WITNESS:

16 A No. I mean, we -- you know, if we hear
17 from consumers, government agencies, any entity, we
18 would take it serious.

19 BY MS. CANNELLA:

20 Q Okay. And what does Rough Country do to
21 check and see if its lifts -- if lifted vehicles are
22 involved in fatal crashes?

23 MR. HILL: Object to the form. Go ahead.

24 BY THE WITNESS:

25 A One, I don't know of any published crash

1 data that specifically indicates the configuration
2 of the vehicles, whether they've been modified or
3 unmodified.

4 BY MS. CANNELLA:

5 Q Are you aware of the FARS database?

6 A Yes, ma'am.

7 Q And do you agree that the FARS database
8 catalogs every death in every vehicle crash that
9 causes death?

10 A I believe that's accurate.

11 Q Okay. And does Rough Country monitor that
12 database?

13 A Not on a regular basis.

14 Q Has it ever monitored the FARS database?

15 A I'm not sure other than, again, the
16 reports that NHTSA has published based on the
17 analysis of that data, like the 2012.

18 Q So Rough Country has never done any
19 regular monitoring of the FARS database. Correct?

20 A No, ma'am.

21 Q Okay. It's read one paper that uses FARS
22 crash data. Correct?

23 A I believe the 2005 NHTSA study references
24 FARS data as well. I think there was a -- there's
25 probably been at least one National Institute.

1 Maybe that was included in one of the NHTSA studies,
2 too, but there's been...

3 Q Which 2005 study are you talking about?

4 A I'm not -- I don't know exactly what the
5 title of it was. It was something that was
6 presented during the Bacho case, I believe, and it
7 was part of the information I reviewed, you know,
8 when this claim came about but also back in 2014
9 when I joined the team and I was reviewing the Bacho
10 case.

11 Q What other studies have you or anyone else
12 at Rough Country reviewed about the risk of
13 increased injury or death as a result of lifted
14 vehicles?

15 MR. HILL: Object to the form. Go ahead.

16 BY THE WITNESS:

17 A None other to my knowledge.

18 BY MS. CANNELLA:

19 Q Just those two. Correct?

20 A Those are the primary two, yes. Those are
21 the two.

22 Q Any others?

23 A Not that I can recall, no, at the moment.

24 Q All right. I want to talk about one other
25 thing with you today, and then I'm going to let my

1 co-counsel talk about the financial items.

2 Mr. Hunsley, would you agree -- would Rough Country
3 agree that Rough Country has known since at least
4 24 -- I'm sorry, let me start over.

5 Isn't it true that Rough Country has known
6 that since at least 2014 about allegations that its
7 products override the safety features of other
8 vehicles in a collision?

9 A Yes. That's when allegations were made,
10 yes.

11 Q And isn't it true that Rough Country knew
12 about those allegations outside of the context of
13 lawsuits?

14 A Not to my knowledge.

15 (Plaintiffs' Exhibit Number 5 was marked
16 for identification.)

17 BY MS. CANNELLA:

18 Q No? I'm going to show you a December 22,
19 2014 email between some members of Rough Country's
20 executive team and a gentleman named Walt Bradshaw.

21 MS. CANNELLA: That's the 4:27 p.m. email,
22 Devin.

23 MR. MASHMAN: Thank you.

24 BY MS. CANNELLA:

25 Q Can you see my screen, Mr. Hunsley?

1 A Yes, I can now.

2 Q Okay. And I'm going to go to the
3 beginning of the string. This is an email that
4 starts with Brad -- Walt Bradshaw to Ken Dunn.
5 Correct?

6 A Yes, ma'am.

7 Q Okay.

8 MS. CANNELLA: And we'll number this
9 Plaintiff's Exhibit 4, correct, Devin?

10 MR. MASHMAN: I believe it's 5.

11 MS. CANNELLA: Oh, 5? Okay. Thank you.

12 BY MS. CANNELLA:

13 Q And Ken Dunn is Rough Country's CEO.
14 Correct?

15 A Yes.

16 Q Okay. And then later in the string, a
17 gentleman named Patrick Just gets added to the
18 string, correct, and he's -- I'm sorry -- correct?

19 A Yes, ma'am.

20 Q All right. And Patrick Just is Rough
21 Country's CFO; is that right?

22 A Yes, ma'am.

23 Q All right. And at 9:22, Mr. Bradshaw
24 sends an email to Ken Dunn and Patrick Just and says
25 (as read): One company has asked if we have any

1 specific response to the allegation that the
2 insured's product overrides the safety features of
3 other vehicles in a collision.

4 Did I read that correctly?

5 A Yes, ma'am.

6 Q Okay. And Mr. Bradshaw also asks where
7 I'm highlighting (as read): Is it okay for me to
8 get Dean to prepare a response for this question?

9 Did I read that correctly?

10 A Yes, ma'am.

11 Q And who is "Dean"?

12 A I would assume that that's Dean Dedmon,
13 our local counsel.

14 Q Your lawyer?

15 A Yes, ma'am.

16 Q All right. What's his last name?

17 A Dedmon.

18 Q Dedmon. All right. He's not an engineer,
19 is he?

20 A Not to my knowledge. I'm not sure what
21 his educational background is.

22 Q He doesn't do any safety work for Rough
23 Country?

24 A I don't know if he's been involved in
25 analysis of any safety work with us -- for us.

1 Q Would he know anything about how to make a
2 vehicle structure safe, as a lawyer?

3 A Again I can't speak to his educational
4 background. He's a 50- or 60-something-year-old
5 gentleman. I have no -- I haven't seen his r?sum?.
6 I don't know the details.

7 Q Okay. All right. Okay. But he's a
8 lawyer anyway, he's Rough Country's lawyer. He's
9 never designed any products for Rough Country; is
10 that fair?

11 A Yes, ma'am.

12 Q Okay.

13 A That would be fair.

14 Q All right. Well, Dean doesn't get a
15 chance to answer the question because Ken Dunn
16 responds at 9:47. Correct? Oh, sorry that's the
17 wrong... Let's see... Well, Ken Dunn
18 eventually -- let's see -- strike that. I'm sorry.
19 Let's go through it a little bit more organized way.

20 Do you agree that since at least 2014 when
21 this conversation is going on, Rough Country knew it
22 needed to ensure its products complied with
23 regulations and local laws?

24 MR. HILL: Object to the form. Go ahead.
25

1 BY THE WITNESS:

2 A Yes, ma'am.

3 BY MS. CANNELLA:

4 Q And, in fact, Rough Country was
5 specifically asked on December 22nd, 2014, if it was
6 in compliance with the various regulations outlined
7 in the two links below. Correct?

8 A Yes, ma'am.

9 Q Okay. And those links there, there's one
10 on Lift Laws You Need To Know; is that right?

11 A Yes, that's what it states.

12 Q Okay. And the next one is from AAA.com,
13 drivinglaws.AAA.com, and it appears to be about
14 bumper height. Correct?

15 A Yes, ma'am.

16 Q All right. Where is the document that
17 shows Rough Country did any kind of analysis about
18 local laws and regulations?

19 MR. HILL: Object to the form. Go ahead.

20 BY THE WITNESS:

21 A We've -- again, your statement as far as
22 for on vehicle -- for on-road use, you know, our
23 vehicles and our kits, you know, would need to
24 comply. But we tell the consumer, as you're stating
25 here, that they need to verify that, you know, when

1 they make the purchase.

2 MS. CANNELLA: Okay. Move to strike as
3 nonresponsive.

4 BY MS. CANNELLA:

5 Q Where is the document in which Rough
6 Country -- if there is a document; if there isn't a
7 document, that's fine, just tell me -- where is the
8 document where Rough Country does any kind of
9 analysis or research on whether it is in compliance
10 with local laws?

11 MR. HILL: Object to the form. Go ahead.

12 BY THE WITNESS:

13 A I don't know that -- one document that
14 exists.

15 Q Okay. And where is the document in which
16 Rough Country does any analysis about whether its
17 products comply with NHTSA guidelines or
18 regulations?

19 MR. HILL: Object to the form. Go ahead.

20 THE WITNESS: Ask the question again.

21 Sorry.

22 BY MS. CANNELLA:

23 Q Where is the document that shows Rough
24 Country did any kind of analysis about whether its
25 products complied with NHTSA guidelines or

1 regulations?

2 MR. HILL: Same objection.

3 BY THE WITNESS:

4 A Again, there's -- there is no statute that
5 I'm aware of that, other than like the vehicle
6 stability, you know, which we do test and ensure
7 that our product maintains, you know, with a FMVSS
8 test, so, you know, we are aware of NHTSA
9 guidelines, and we have tested to the prevalent
10 guidelines.

11 MS. CANNELLA: Move to strike as
12 nonresponsive.

13 BY MS. CANNELLA:

14 Q My question is very specific about
15 documents.

16 Where is the document that shows Rough
17 Country did any kind of analysis about NHTSA
18 guidelines or regulations with respect to its lifts?

19 MR. HILL: Object to the form. Go ahead.

20 BY THE WITNESS:

21 A Again, I would point to our FMVSS testing
22 as the document that shows that we have complied
23 with NHTSA guidelines.

24 BY MS. CANNELLA:

25 Q And those are just handling, those are

1 handling tests. Correct?

2 A Yes.

3 Q There's no document that shows whether the
4 lifts will affect trucks' compliance with a vehicle
5 compatibility agreement, are there?

6 MR. HILL: Object to the form. Go ahead.

7 BY THE WITNESS:

8 A Not specifically that I know, no.

9 BY MS. CANNELLA:

10 Q Isn't it true that when it comes to the
11 danger of its lifts, Rough Country is willing to
12 simply misrepresent facts to the people looking for
13 the truth?

14 MR. HILL: Object to the form. Go ahead.

15 BY THE WITNESS:

16 A Absolutely not.

17 BY MS. CANNELLA:

18 Q Let's go back to that exhibit that we were
19 just looking at -- or actually let's look at a
20 different one. I'm going to show you, in that same
21 string, which we'll mark as Exhibit -- Devin, which
22 exhibit?

23 MR. MASHMAN: 6.

24 MS. CANNELLA: 6.

25 (Plaintiffs' Exhibit Number 6 was marked

1 for identification.)

2 BY MS. CANNELLA:

3 Q Okay. And this is an email from Ken Dunn
4 to Mr. Bradshaw and Patrick Just at 4:54 that same
5 day, December 22nd, 2014. Correct?

6 A Yes, ma'am.

7 Q Okay. And in that first highlighted
8 sentence, Mr. Dunn says (as read): Patrick is going
9 to get you more, but general comment is that we
10 offer products that are compliant for on-road use in
11 all 50 states.

12 Did I read that correctly?

13 A Yes, ma'am.

14 Q Okay. And that statement by Rough
15 Country's CEO was false, wasn't it, sir?

16 A Not to my knowledge.

17 Q Well, isn't it true that at the time
18 Mr. Dunn made that statement, Rough Country sold
19 4-inch lift kits?

20 A Yes, ma'am.

21 Q And isn't it true that at the time
22 Mr. Dunn said that statement, Rough Country sold
23 6-inch lift kits?

24 A Yes, ma'am.

25 Q And isn't it true that both those lift

1 kits were illegal in at least some states at the
2 time Mr. Dunn said that?

3 MR. HILL: Object to the form. Go ahead.

4 BY THE WITNESS:

5 A To my knowledge, we've never been
6 presented with, you know, any claim that our lift
7 kit was in violation of any cited statute in any
8 state until this one.

9 BY MS. CANNELLA:

10 Q Mr. Hunsley, that's not true, is it?

11 A To my knowledge, yes, it is.

12 Q Well, your knowledge is Rough Country's
13 knowledge. Correct?

14 A Yes, ma'am.

15 Q Okay. So if we scroll down in this very
16 email, all Rough Country has to do is click on these
17 links to know what the laws are in those states.
18 Correct?

19 MR. HILL: Object to the form.

20 BY THE WITNESS:

21 A I cannot speak to that. I've reviewed
22 those documents, but as with the Georgia statute,
23 there's I would say ambiguity or open to
24 interpretation to most all of the references cited,
25 you know, on those documents. And, again, in the

1 30-year history of this company, we've never been
2 presented with a citation relative to the lift -- a
3 lifted vehicle.

4 MS. CANNELLA: Move to strike as
5 nonresponsive.

6 BY MS. CANNELLA:

7 Q Give me one moment, please. Mr. Hunsley,
8 did you just testify, did I hear you correctly that
9 you reviewed the links in that email?

10 A I've reviewed the lift -- liftlaws.com.
11 It's on our website, yes. I'm not sure if it's the
12 same one.

13 Q Okay. All right. Well, let's just open
14 up one of the links in this very email, in which you
15 have testified on behalf of Rough Country that Rough
16 Country was not aware that -- it's never been
17 presented with evidence that any of its products
18 violated state laws.

19 Can you see my screen right now?

20 A Yes, ma'am.

21 (Plaintiffs' Exhibit Number 7 was marked
22 for identification.)

23 BY MS. CANNELLA:

24 Q In front of us, Exhibit 7 we'll mark it,
25 December 22nd, 2014, a copy of the Motortrend link

1 that was sent to Rough Country. And I'll just
2 scroll down to the very first one. Body lifts of
3 3 inches are the maximum in Illinois.

4 Correct? Did I read that correctly?

5 MR. HILL: Hold on. I'm going to object
6 to the preamble to the question. It misstated
7 his testimony. Go ahead.

8 MS. CANNELLA: Okay.

9 BY THE WITNESS:

10 A Yes, that's what it states. It says (as
11 read): Body lifts of 3 inches are the maximum too.

12 BY MS. CANNELLA:

13 Q And Rough Country had access to Google at
14 the time that it sent that email to Mr. Bradshaw.
15 Correct?

16 A Yes, ma'am.

17 Q All right. Okay. Isn't it true that
18 Rough Country has also falsely claimed that bumper
19 heights are not regulated?

20 MR. HILL: Object to the form. Go ahead.

21 BY THE WITNESS:

22 A Yeah. There is no federal regulation, I
23 guess, that I'm aware of on bumper heights.

24 Q Okay. I'm going to go back to the email
25 at 5:54 p.m. from Mr. Dunn.

1 Can you see that?

2 A Not yet. Now, it's up, yes.

3 Q Okay. And in that last paragraph it says
4 (as read): Shown below is bumper heights for
5 different utility vehicles, as they relate to one
6 lifted vehicle. These are not regulated because
7 federal and state lawmakers recognize the utility
8 needs.

9 Did I read that correctly?

10 A Yes, ma'am.

11 Q All right. Sitting here today, you know
12 that Mr. Dunn's statement was not true. Correct?

13 MR. HILL: Object to the form. Go ahead.

14 BY THE WITNESS:

15 A No, ma'am, I did not.

16 BY MS. CANNELLA:

17 Q Well, we just looked at evidence from that
18 same email string that bumper heights are regulated.

19 A No. If you could bring it back up, it
20 said body lifts of 3 inches are the max in Illinois.

21 Q Okay.

22 A It didn't -- and a body lift is not
23 affecting the bumper height.

24 Q All right. Did I hear you correctly that
25 body lifts don't affect the height of the bumper?

1 A Yes. A body lift would raise the body of
2 the vehicle, but the frame itself is not lifted in
3 that type of a lift kit.

4 Q Okay. I'm going to show you that same
5 exhibit. Scrolling down to page 2 out of 9, it
6 shows that in Illinois frame and bumper heights are
7 regulated. Correct?

8 MR. HILL: Object to the form. Go ahead.

9 BY THE WITNESS:

10 A Yes, ma'am, yeah, I see that.

11 BY MS. CANNELLA:

12 Q Okay. Isn't it true that if bumper
13 heights are regulated and if Rough Country's lifts
14 violated state laws, Rough Country could easily find
15 that out?

16 MR. HILL: Object to the form. Go ahead.

17 BY THE WITNESS:

18 A Again, as I sit here today, I'm unaware of
19 any law that we're in violation of. The one you've
20 just showed stated gross vehicle weights and bumper
21 heights, which we are well within with our products.

22 BY MS. CANNELLA:

23 Q Isn't it true that Rough Country either
24 knew its statements that bumper heights are not
25 regulated and that its products are compliant in all

1 50 states, that Rough Country either knew these
2 statements were false or it intentionally chose not
3 to find out the truth?

4 MR. HILL: Object to the form. Go ahead.

5 BY THE WITNESS:

6 A (Indiscernible audio) are intuitive --

7 THE COURT REPORTER: I'm sorry, sir --

8 BY THE WITNESS:

9 A To the best of my knowledge, again, we --
10 our kits are not in violation of any federal or
11 state laws. Again, we've never had a citation
12 presented to us where our product is violating the
13 state law until this case.

14 BY MS. CANNELLA:

15 Q Isn't it true that the same statement is
16 true for the danger of lift kits? Rough Country
17 knows or should know that lift kits increase the
18 chance of serious injury or death.

19 MR. HILL: Object to the form.

20 BY THE WITNESS:

21 A No, I would say that that's patently a
22 false claim.

23 BY MS. CANNELLA:

24 Q And isn't it true that Rough Country has
25 made a conscious decision not to do its own testing

1 to find out whether lift kits increase the chance of
2 injury or death in crashes?

3 MR. HILL: Object to the form.

4 BY THE WITNESS:

5 A It is not true. You know, we analyze data
6 that's available, and there's been no determination
7 of any applicable tests that could or should be
8 done.

9 BY MS. CANNELLA:

10 Q Now that Rough Country has been presented
11 with the statute in Georgia showing that its lifts
12 are violating Georgia law, will Rough Country stop
13 selling them in Georgia?

14 MR. HILL: Object to the form.

15 BY THE WITNESS:

16 A Again, laws, I don't know that we're in
17 violation. We again contend that we're not in
18 violation of any Georgia laws.

19 MS. CANNELLA: Can we take a quick break?

20 THE VIDEOGRAPHER: Off the record, twelve
21 o'clock.

22 (There was a break in the proceedings from
23 12:00 p.m. through 12:13 p.m.)

24 THE VIDEOGRAPHER: Back on the record.

25 The time is 12:13.

1 BY MS. CANNELLA:

2 Q Mr. Hunsley, you told the jury in this
3 case that Rough Country has never seen any evidence
4 that its lifts violate any laws.

5 Am I paraphrasing that correctly?

6 MR. HILL: Object to the form but go
7 ahead.

8 BY THE WITNESS:

9 A Yes.

10 (Plaintiffs' Exhibit Number 8 was marked
11 for identification.)

12 BY MS. CANNELLA:

13 Q Okay. I'm going to share my screen with
14 you and we're going to go to the Rough Country
15 website. We're here at roughcountry.com.

16 Can you see that?

17 A Yes, ma'am.

18 Q Okay. I'm going to scroll to the bottom
19 of this page and click on the state lift laws link.
20 Do you see that?

21 A Yes, ma'am.

22 Q Okay. And this is a page that says, know
23 your local laws, and it links to a website,
24 <http://www.liftlaws.com>. Correct?

25 A Yes, ma'am.

1 Q Okay. And you said you reviewed this page
2 in preparation for this deposition; is that right?

3 A Yeah, and other times.

4 BY MS. CANNELLA:

5 Q And a couple of other times. Okay. So
6 I'm going to click on Georgia, and the first
7 paragraph here about Georgia says (as read):
8 Unfortunately, Georgia is not an off-road-friendly
9 vehicle state.

10 Did I read that correctly?

11 A Yes, ma'am.

12 Q And it goes on to say (as read): In
13 addition to restricting frame height, Georgia has a
14 suspension lift limit of only 2 inches.

15 Did I read that correct?

16 A Yes, ma'am.

17 Q Okay. And, in fact, the state
18 characterizes the lift laws in Georgia so stringent
19 that suspension lift kits might as well be deemed
20 illegal; is that right?

21 MR. HILL: Object to the form but go
22 ahead.

23 BY THE WITNESS:

24 A Yes, it states that.

25

1 BY MS. CANNELLA:

2 Q Okay. And I'm going to scroll down just a
3 little bit here next to Suspension. According to
4 this website, that Rough Country links to on its own
5 web page, it says (as read): The suspension lift
6 limit in Georgia is 2 inches.

7 Is that correct?

8 A Yes, ma'am.

9 Q All right. And it cites Georgia code
10 40-8-6; is that right?

11 A Yes, ma'am.

12 Q So isn't it true that Rough Country does
13 have evidence that its products violate state laws?

14 A No, ma'am. We state on our website, you
15 know, in the statement that -- if you go back to
16 that, we state that we cannot validate the entirety
17 of this liftlaws.com website. And what you're
18 looking at, what you're showing me here is kind of
19 paraphrasing at best the Georgia law 'cause it's
20 definitely not a one-sentence regulation.

21 Q Okay. All right. Well, let's look at
22 something else, then. You're aware that Sergeant
23 Matheson of the Georgia State Patrol made a report
24 for this collision. Correct?

25 A Yes, ma'am.

1 Q Okay. And he did the charging documents
2 as well and decided what the striking driver would
3 be charged with. Correct?

4 A Yes, ma'am.

5 Q I'm going to show you the sentence from
6 that case.

7 Before I do that, do you agree that
8 Sergeant Matheson knows more about the criminal laws
9 of Georgia than anyone at Rough Country?

10 MR. HILL: Object to the form. Go ahead.

11 BY THE WITNESS:

12 A Yeah. I would say that that's probably,
13 you know...

14 BY MS. CANNELLA:

15 Q And would Rough Country defer to Sergeant
16 Matheson about what's legal and illegal in Georgia?

17 MR. HILL: Object to the form.

18 BY THE WITNESS:

19 A No, ma'am.

20 BY MS. CANNELLA:

21 Q Okay. Isn't it true that Sergeant
22 Matheson charged the striking driver in this case
23 with the same statute cited on the page that Rough
24 Country's website links to?

25 A I believe that is accurate.

1 Q Okay. And isn't it true that the striking
2 driver pled guilty to that charge in connection with
3 Cohen Bryson's death?

4 A Yes, I believe that is accurate as well.

5 Q Okay. Well, then I don't need to show you
6 the sentence, but let me ask you this: Isn't it
7 true that it's clear that Rough Country knows these
8 lifts are illegal, it knows they're dangerous and
9 nothing but a jury verdict is going to make Rough
10 Country accept that fact?

11 MR. HILL: Object to the form.

12 BY THE WITNESS:

13 A Completely false. Even the statute that
14 you're citing doesn't -- contend that we're not in
15 violation. To my knowledge, none of our lifts would
16 be in violation of that Georgia 6.0 that you're
17 referring to.

18 MS. CANNELLA: I don't have any more
19 questions.

20 MR. HILL: Okay. So we're done?

21 MR. SNYDER: No, hang on a minute, Rick.
22 I want to do the financial questions. Teejorga
23 (phonetic) and I are going to tag-team that,
24 and it's probably not going to take more than
25 20 or 30 minutes. So we can take a break if

1 y'all and the witness want to take a lunch
2 break and come back, or we could just get it
3 done, so your call.

4 MR. HILL: Well, it's only 11:20 here. So
5 if you're only going to take 20 minutes, I
6 think -- Rad, would you like to be done?

7 MR. SNYDER: Okay. Twenty, thirty. I
8 can't imagine being more than 30 minutes.

9 (Confidential portion of transcript,
10 page 76, line 9 through page 102, line 19 has been
11 excerpted into a confidential excerpted proceedings
12 transcript.)
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20 MS. CANNELLA: Thank you. Have a good

21 one.

22 MR. HILL: Hold on, before we go off the
23 record, I would go ahead now and designate the
24 entire portion of the deposition that Rob took
25 regarding Paragraphs 6, 7, and 8 as

1 confidential since he was referencing
2 confidential documents. Go ahead and designate
3 that as confidential now, and then reserve our
4 right to review the remaining deposition
5 transcript and designating the other pages and
6 lines that we deem are confidential. I don't
7 think there will be any more, but under our
8 protective order, we have the right to do that
9 once we get the transcript. And between now
10 and five days after we get the transcript, this
11 all remains confidential under that protective
12 order that everybody agreed to.

13 MS. CANNELLA: Sounds good.

14 MR. SNYDER: Okay.

15 THE VIDEOGRAPHER: Off the record, 1:01.

16 (Deposition concluded at 1:01 p.m.)

17 (Signature reserved.)
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1 The following reporter and firm disclosures
2 were presented by me at this proceeding for review by
3 counsel:

4 REPORTER DISCLOSURES

5 The following representations and disclosures
6 are made in compliance with Georgia Law, more
specifically:

7 Article 10 (B) of the Rules an Regulations of
the Board of Court Reporting
(disclosure forms)

8 O.C.G.A. Section 9-11-28(c)(disqualification
of reporter for financial interest)

9 O.C.G.A. Sections 15-14-37 (a) and (b)
(prohibitions against contracts except on a
10 case-by-case basis).

11 - I am a certified court reporter in the State of
Georgia.

12 - I am a subcontractor for Veritext.

13 - I have been assigned to make a complete and accurate
record of these proceedings.

14 - I have no relationship of interest in the matter on
which I am about to report which would disqualify me
from making a verbatim record or maintaining my
obligation of impartiality in compliance with the Code
15 of Professional Ethics.

16 - I have no direct contract with any party in this
action, and my compensation is determined solely by the
terms of my subcontractor agreement.

17 FIRM DISCLOSURES

18 - Veritext was contacted to provide reporting services
19 by the noticing or taking attorney in this matter.

20 - There is no agreement in place that is prohibited by
O.C.G.A. 15-14-37 (a) and (b). Any case-specific
discounts are automatically applied to all parties at
21 such time as any party receives a discount.

22 - Transcripts: The transcript of this proceeding as
produced will be a true, correct, and complete record
of the colloquies, questions, and answers as
23 submitted by the certified court reporter.
24
25

1 - Exhibits: No changes will be made to the exhibits as
submitted by the reporter, attorneys, or witnesses.

2 - Password-Protected Access: Transcripts and exhibits
relating to this proceeding will be uploaded to a
3 password-protected repository, to which all ordering
parties will have access.

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1 CERTIFICATE

2 STATE OF GEORGIA:

3 COUNTY OF CHEROKEE:

4 I hereby certify that the foregoing
5 nonconfidential excerpt of transcript, comprising of
6 pages 1 through 76 (lines 1 through 8) and pages 102
7 (lines 20 to 25) and page 103 was taken down remotely
8 via videoconference, as stated in the caption, and the
colloquies, questions and answers were reduced to
typewriting by me; and that the transcript is a true
and correct record of the evidence given upon said
proceeding.

9 I further certify that I am not a relative or
employee or attorney of any party, nor am I financially
interested in the outcome of this action.

10 I have no relationship of interest in this
11 matter which would disqualify me from maintaining my
obligation of impartiality in compliance with the Code
of Professional Ethics.

12 I have no direct contract with any party in
13 this action and my compensation is based solely on the
terms of my subcontractor agreement.

14 Nothing in the arrangements made for this
proceeding impacts my absolute commitment to serve all
parties as an impartial officer of the court.

15
16 This, the 27th day of September, 2023.

17
18 
19

20 JENNIFER B. OURADA, CCR
21 Certificate No. 2658
22
23
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25

1 To: Richard H. Hill, II, Esquire,
2 Weinberg, Wheeler, Hudgins, Gunn & Dial, LLC

3 Re: Signature of Rad. J. Hunsley, Job#6038075
4 Date Errata due back at our offices: 11/03/2023
5 Greetings:

6 This deposition has been requested for read and sign by
7 the deponent. It is the deponent's responsibility to
8 review the transcript, noting any changes or
9 corrections on the attached PDF Errata. The deponent
10 may fill out the Errata electronically or print and
11 fill out manually.

12 Once the Errata is signed by the deponent and
13 notarized, please email it to the offices of Veritext
14 at litsup-ga@veritext.com

15 When the signed Errata is returned to us, we will seal
16 and forward same to the taking attorney to file with
17 the original transcript. We will also send copies of
18 the Errata to all ordering parties.

19 If the signed Errata is not returned within the time
20 above, the original transcript may be filed with the
21 Court without the signature of the deponent.

22 Please send completed Errata to:

23 Veritext Production Facility
24 20 Mansell Court, Suite 300
25 Roswell, Georgia 30076
770.343.9696

1 ERRATA FOR ASSIGNMENT # 6038075

2 I, the undersigned, do hereby certify that I have read
3 the transcript of my testimony, and that

4 ____ There are no changes noted;

5 ____ The following changes are noted:

6 Pursuant to Rule 30(7)(e) of the Federal Rules of Civil
7 Procedure and/or O.C.G.A. 9-11-30(e), any changes in
8 form or substance which you desire to make to your
9 testimony shall be entered upon the deposition with a
10 statement of the reasons given for making them. To
11 assist you in making any such corrections, please use
12 the form below. If additional pages are necessary,
13 please furnish same and attach.

14 PAGE__LINE__CHANGE_____
15 _____

16 PAGE__LINE__CHANGE_____
17 _____

18 PAGE__LINE__CHANGE_____
19 _____

20 PAGE__LINE__CHANGE_____
21 _____

22 PAGE__LINE__CHANGE_____
23 _____

24 PAGE__LINE__CHANGE_____
25 _____

Bryson, Santana And Joshua Vs. Rough Country, LLC

Page 84

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PAGE__LINE__CHANGE_____

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PAGE__LINE__CHANGE_____

PAGE__LINE__CHANGE_____

PAGE__LINE__CHANGE_____

DEPONENT'S SIGNATURE

Sworn to and subscribed before me this ____ day of

_____ 2023.

NOTARY PUBLIC

My Commission Expires: _____

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Page 1

&	19 76:10	26 29:5	5
& 4:11 82:1	1:01 78:15,16	2658 1:24	5 2:13 55:15
0	2	81:20	56:10,11
005360 2:10 005369 2:10 006869 2:13 006871 2:13 006963 2:15 006965 2:15	2 2:6 29:24 68:5 72:14 73:6 20 75:25 76:5 81:5 82:16 2000s 13:5 2005 12:22 53:23 54:3 2010 38:16,17 39:20 42:4,8 2012 8:11,22 20:19 48:10 49:1 53:17 2014 12:4 13:3 21:7 29:5 34:22,22 54:8 55:6,19 58:20 59:5 63:5 65:25 2015 30:16 2018 30:5 2023 1:18 5:4 81:16 84:18 22 55:18 22nd 59:5 63:5 65:25 24 55:4 2400 4:12 25 81:5 250 6:17,21 26:4,8,12 27:2 47:14	27th 81:16 29 2:6 2:22 1:6	50 58:4 63:11 69:1 5366 37:14,18
1		3	55 2:13
1 2:4,19 5:6 13:12 81:5,5 1/08/2015 2:8 10 4:21 79:6 102 76:10 81:5 103 81:5 10:08 1:19 5:2 5:5 10:15 10:6,8 10:17 10:8,10 10:53 39:12,14 11/03/2023 82:3 11:19 39:14,16 11:20 76:4 12:00 70:23 12:13 70:23,25 13 2:4 7:2 15-14-37 79:9 79:20 16 23:25 17 1:6 17084 81:19		3 2:9 36:24 66:3,11 67:20 30 1:13 5:7 9:23 10:23 51:8 65:1 75:25 76:8 83:6 300 82:16 30030 4:6 30076 82:17 30326 4:12 315 4:5 3344 4:12 36 2:9	5:54 66:25
		4	6
		4 1:18 2:11,18 6:16,21 35:22 40:16 56:9 63:19 4/26/2010 2:9 40 2:11 40-8-6 73:10 404 4:6,13 4:27 55:21 4:54 63:4 4th 5:4	6 1:13 2:12,14 3:4 5:7 13:25 62:23,24,25 63:23 77:25 6.0 75:16 6/07/2023 2:5 60 58:4 6038075 82:2 83:1 62 2:14 65 2:16
			7
			7 2:16 65:21,24 77:25 83:6 71 2:17 76 76:10 81:5 770.343.9696 82:17
			8
			8 2:17,20 71:10 77:25 81:5 80 50:3 800-4828 4:6 832-9534 4:13

[885 - appearances]

Page 2

885 4:5	75:4 79:12	58:20 74:7	airbag 33:9
8th 30:4,16	action 1:5	agreed 78:12	airbags 33:5,13
9	11:22 43:5	agreement	alignment 52:1
9 2:16 68:5	79:16 81:9,12	48:19,22 62:5	allegation
76:10	actions 25:18	79:16,19 81:13	29:15,16 57:1
9-11-28 79:8	actually 22:12	agrees 33:12	allegations
9-11-30 83:6	35:5 52:2	ahead 6:18	55:6,9,12
9:22 56:23	62:19	8:17 9:9,20	alleged 29:10
9:47 58:16	add 6:16,21	11:12 12:19	alter 46:2
a	added 56:17	15:3 16:12	altered 52:1
a.m. 1:19 5:2,5	adding 18:18	17:13,22 18:19	amanuel 4:4
10:8,8 39:14	addition 72:13	19:8,17,25	5:17
39:14	additional 83:9	20:9,20 22:6	ambiguity
aaa.com 59:12	address 30:24	23:24 25:4,14	64:23
aaron 4:11	administered	25:21 28:2,8	analysis 11:17
5:19	5:23	31:15 32:2,10	11:18 32:5
above 41:5,12	administrators	32:24 33:19	51:24 53:17
82:13	1:3	34:13 35:25	57:25 59:17
absolute 81:14	affect 62:4	36:10 38:23	60:9,16,24
absolutely	67:25	40:7 41:9,19	61:17
62:16	affecting 67:23	42:17,25 43:12	analyze 70:5
accept 75:10	afforded 38:7	45:23 46:10	answer 14:11
access 66:13	aftermarket	47:16 49:25	15:11 18:11
80:2,3	18:18 19:7,16	51:2,19 52:14	44:23 46:6
accident 2:12	19:23 20:8	52:23 54:15	58:15
9:12,16 42:1	agencies 10:21	58:24 59:19	answers 79:22
accidents 38:8	52:17	60:11,19 61:19	81:6
account 14:5	ago 21:23	62:6,14 64:3	anybody 21:20
14:15 15:16	30:19	66:7,20 67:13	27:21 51:16
19:14,22 20:7	agree 26:3,7,11	68:8,16 69:4	anyway 58:8
accurate 12:9	26:16 28:25	71:7 72:22	appear 16:20
15:25 31:17	33:21 34:11,21	74:10 77:23	41:4
33:2 34:9 48:8	35:7,16,20,21	78:2	appearances
53:10 74:25	42:13 48:17	aided 44:4	4:1
	53:7 55:2,3		

[appeared - bradshaw]

Page 3

appeared 4:19	attention 21:6	bacho 2:8 7:23	bearing 35:11
appears 39:9	attorney 4:3,4	11:15 12:4,15	beginning 5:6
59:13	79:19 81:9	13:3 16:8 21:9	56:3
applicable 70:7	82:11	21:12 22:11	behalf 1:15 4:2
applications	attorneys 80:1	23:15 29:4	4:9 6:13 65:15
50:4	audio 44:16	31:6 35:4	believe 6:20,20
applied 79:20	69:6	40:14 51:6,7	20:12 23:12
apportion 2:7	august 1:18 5:4	54:6,9	28:10 29:23
30:9	auto 32:4	bacho's 8:3	35:4 36:22
apportionment	automaker	bachos 34:22	42:19 47:12
30:4	45:12	34:23 35:8,17	51:24 53:10,23
appropriate	automakers	51:16	54:6 56:10
25:17 43:5	18:17,22 19:5	back 10:9 11:5	74:25 75:4
arrangements	32:9 45:15,20	11:6,7 12:14	belts 32:23
81:13	46:7,12,18,22	13:5 32:19	33:13
article 4:21	automatically	34:22 39:15	best 43:20 69:9
79:6	79:20	45:4 54:8	73:19
asked 15:15	automotive	62:18 66:24	better 24:24
49:14 56:25	24:10	67:19 70:24	billions 10:24
59:5	available 70:6	73:15 76:2	bit 11:7 44:19
asking 15:12	avenue 4:5	82:3	58:19 73:3
16:23	avoid 31:12	background	blame 28:21
asks 57:6	35:24	23:13,16 57:21	blames 33:24
assigned 79:12	aware 8:14	58:4	blaming 31:13
assignment	17:15 18:9,21	backseat 26:13	board 4:22
83:1	19:10 20:23	26:18	79:7
assist 83:8	42:9 46:12	based 34:19	body 66:2,11
assume 26:1	47:2 48:22	41:21 43:14	67:20,22,25
37:25 57:12	50:7 52:4 53:5	53:16 81:12	68:1,1
atlanta 4:12	61:5,8 65:16	basically 9:22	boss 24:7,10
attach 83:9	66:23 73:22	43:2	bottom 37:16
attached 82:6	b	basis 53:13	71:18
attempted 20:6	b 1:13,23 4:11	79:10	brad 56:4
attempts 14:11	4:21 5:7 79:6,9	bates 2:10,13	bradshaw
	79:20 81:19	2:14 37:14,16	55:20 56:4,23

[bradshaw - chance]

Page 4

57:6 63:4 66:14 break 10:7 39:13 70:19,22 75:25 76:2 brief 2:6 30:9 bring 67:19 broken 44:23 brought 21:5,8 brown 4:18 5:10 bryan 22:1,2 bryson 1:3,3 2:10,13,15 5:8 27:25 28:6 bryson's 75:3 brysons 27:6 34:11,16 35:8 35:17 51:15 bumper 29:12 29:19 37:21 38:6 52:1 59:14 66:18,23 67:4,18,23,25 68:6,12,20,24 bumpers 17:21 business 36:17 bypass 7:19 bypasses 38:6 bypassing 36:8	cannella 3:4 4:3,5 5:16,16 6:5,22 8:20 9:13 10:1,2,5 10:11 12:10 13:10,14 14:21 14:23 15:9 16:15,24 17:1 17:8,10,16 18:4,6 19:1,3 19:12,20 20:4 20:16,24 21:11 22:14,18,20,24 23:1 25:19 26:2 28:4,12 29:1 30:1 31:18 32:8 33:3,11,22 34:10,17 35:13 35:15 36:5,15 37:1 39:2,7,17 40:18 41:14 42:2,22 43:6 44:17,21,25 45:3,10 46:4 46:15,17 47:9 47:22 48:9 49:22 50:9 51:11 52:7,9 52:19 53:4 54:18 55:17,21 55:24 56:8,11 56:12 59:3 60:2,4,22 61:11,13,24	62:9,17,24 63:2 64:9 65:4 65:6,23 66:8 66:12 67:16 68:11,22 69:14 69:23 70:9,19 71:1,12 72:4 73:1 74:14,20 75:18 77:20 78:13 cannellasnyd... 4:7,7,8,8 caption 81:6 car 26:9,17 case 6:24 7:22 11:15 12:4 13:4,16 15:13 21:9,13 22:11 26:21 28:13 29:3,7,10 30:3 31:6 34:22 35:4 36:18,19 36:22 37:4,9 37:15 38:15,18 39:20 40:22 41:21 43:8,11 43:15,21 44:2 45:9 47:15 54:6,10 69:13 71:3 74:6,22 79:10,10,20 catalogs 53:8 categories 12:25	cause 9:18,25 12:2 13:9 15:2 16:11 17:5,21 17:25 24:20 35:24 41:17,24 42:7 47:15 49:5,11 73:19 caused 7:18 9:8 9:11,15 19:6 19:15,23 20:8 28:1,7,11 29:19 31:1 38:22 40:5 50:14,17,20,25 51:18 causes 8:15 9:2 14:20 22:10 25:9 34:8 53:9 causing 10:14 40:12 51:14 52:12 ccr 1:23 81:19 cell 30:25 ceo 56:13 63:15 certainty 18:12 certificate 1:24 81:1,20 certified 79:10 79:23 certify 81:4,8 83:2 cfo 4:16 56:21 chain 2:13,14 chance 6:25 9:3 11:10 12:17
c			
c 5:1 79:8 c.z.b. 1:4,4 call 44:6 76:3			

[chance - conclusions]

Page 5

25:12 52:6 58:15 69:18 70:1 chances 9:19 12:2 change 24:17 24:20,22 25:2 44:9 83:11,13 83:15,17,19,21 83:23 84:1,3,5 84:7,9,11 changed 52:1 changes 80:1 82:6 83:3,4,6 changing 24:17 24:19 25:1 49:6 characteristics 44:15 characterizes 72:18 charge 75:2 charged 29:2 74:3,22 charging 74:1 chausmer 4:11 5:19 check 52:21 cherokee 81:3 child 26:13,18 29:7 choice 35:9,18 choose 34:2 chose 35:18 69:2	citation 65:2 69:11 cited 64:7,24 74:23 cites 73:9 citing 75:14 civil 1:5 83:6 claim 54:8 64:6 69:22 claimed 29:23 66:18 claims 27:25 28:5 51:13 clear 75:7 clearly 11:2 click 64:16 71:19 72:6 code 73:9 79:14 81:11 cohen 27:25 28:6 75:3 collaborated 24:14 colleagues 21:16 collected 13:5 collide 26:12 collision 26:4,6 26:21,25 55:8 57:3 73:24 collisions 13:8 26:14 colloquies 79:22 81:6	come 11:6 76:2 comes 62:10 comment 63:9 commerce 10:23 commercial 24:3 commission 84:24 commitment 81:14 communicati... 18:1,14 44:13 45:8 companies 17:12 company 7:24 15:7 21:8 23:19,22 47:5 51:8 56:25 65:1 company's 21:5 compartment 29:20 compatibility 8:13 48:19 62:5 compatible 8:16 compensation 79:16 81:12 complained 50:25	complaint 2:9 37:4,18 40:12 complaints 40:5 51:5,5,9 complete 79:12 79:22 completed 82:15 completely 75:13 compliance 59:6 60:9 62:4 79:5,14 81:11 compliant 63:10 68:25 complied 58:22 60:25 61:22 comply 59:24 60:17 component 25:16 components 11:23 comprising 81:4 computer 16:4 16:10 43:22 44:4 concluded 42:10 78:16 conclusion 22:8 43:15 conclusions 8:22,24 22:3
--	---	---	--

[conclusivity - country]

Page 6

conclusivity 13:6	contracts 79:9	64:13,18 66:4	26:8,12,17,20
conducted 15:24 50:7	contribute 17:5	66:15 67:12	27:24 28:5,14
conference 4:20	contributed 51:18	68:7 71:24	29:5 30:3,12
confidential 76:9,11 78:1,2 78:3,6,11	contributing 13:8 42:11	72:15 73:7,24	30:22 31:11,19
configuration 53:1	conversation 58:21	74:3 79:22	31:20,24,25
configurations 26:15	coo 24:7,10	81:7	32:15 33:12,16
connection 75:2	copies 82:11	corrections 82:6 83:8	33:16,23,25
conscious 69:25	copy 65:25	corrective 11:22	34:1,3,11,21
consider 7:16 49:5	correct 6:13 7:2,13 8:16	correctly 8:2 31:3 37:23	35:7,10,16,19
considers 50:24	12:4 14:17,24	45:17,18 48:1	35:22 36:2,6
consumer 9:23 10:14 26:1 49:15 59:24	15:13,19,23	57:4,9 63:12	36:17 37:10,15
consumers 10:17,19,22 42:14 52:11,17	16:2,3,5,18	65:8 66:4 67:9	38:13,14,18,21
contacted 79:18	22:16,22 23:4	67:24 71:5	39:23,25 40:4
contend 70:17 75:14	23:10,12,16	72:10	40:11,12 41:15
context 55:12	24:4,7,18,23	counsel 4:1,24 5:14 55:1	42:6,14,23
continues 35:22	25:18 26:22	57:13 79:3	43:7,9,10,11,18
contract 79:15 81:12	27:13 29:5,8	country 1:8,16 2:4,8,17 5:7,9	44:6 46:13
	29:15,22 30:10	5:20 6:9,11,13	47:6,13 48:3
	30:13,17 31:6	6:16 7:5,15,17	48:11,22,25
	31:9,22 32:23	8:3,6,9,14,15	49:5,11,17,23
	33:6 37:11,15	8:21 9:17	49:24 50:13,20
	37:23 38:9,17	10:13 11:9	50:24 51:12,14
	39:20 40:1,6	12:1,15 13:3	52:20 53:11,18
	42:4,16 48:12	13:16 14:5,14	54:12 55:2,3,5
	48:15,20,23	14:24 16:4,9	55:11 57:23
	49:1,12,18,21	16:16 17:2,11	58:9,21 59:4
	50:15,22 51:1	17:17 18:7,10	59:17 60:6,8
	53:19,22 54:19	18:16 19:4	60:16,24 61:17
	56:5,9,14,18,18	20:5,18 23:14	62:11 63:18,22
	58:16 59:7,14	23:20 25:7,11	64:16 65:15,16
	62:1 63:5		66:1,13,18
			68:14,23 69:1
			69:16,24 70:10
			70:12 71:3,14
			73:4,12 74:9

[country - design]

Page 7

74:15 75:7,10 country's 6:15 7:9 9:1 10:16 11:5 13:17 28:18,21,21 29:2 31:8,14 47:23 49:3,9 52:10 55:19 56:13,21 58:8 63:15 64:12 68:13 74:24 county 4:16 81:3 couple 72:5 court 1:1 4:22 4:24 5:12,13 5:21,24 10:1,3 14:12 39:7 44:22 45:2,5 69:7 79:7,10 79:23 81:14 82:14,16 cover 49:1,1 crash 7:20 11:19 12:8 16:1,5 18:3 19:15,23 20:7 24:18,22 25:3 26:8,17 28:1,7 31:1 33:10 34:9 36:8,23 41:1,6,12,18 43:18,21,22 44:3,9 47:15 48:5,19 52:25	53:8,22 crashes 10:18 31:21 32:1,22 33:5,17,17,25 35:2 50:15 52:22 70:2 crashworthin... 20:14 create 16:22 19:21 20:6 46:13 created 18:18 19:13 creating 16:17 credential 23:9 criminal 74:8 criteria 14:7 15:18 19:14,22 20:6 cross 3:4 6:4 customer 31:8 51:4 customers 28:18,22 31:14 33:24 50:24 cv 1:6 cycles 24:7,10 d d 5:1 damages 31:2 danger 20:14 62:11 69:16 dangerous 23:16 37:21 38:4,6 44:8	48:5 75:8 data 7:25 11:14 12:7,11 13:2,4 16:19 25:6 53:1,17,22,24 70:5 database 53:5 53:7,12,14,19 date 5:4 30:16 38:14 82:3 dated 2:5 day 63:5 81:16 84:17 days 78:10 de 4:5 dean 57:8,11 57:12 58:14 death 9:19 22:5 51:18 53:8,9 54:13 69:18 70:2 75:3 deaths 33:24 decatur 4:6 deceased 1:4 decendent 29:22 december 55:18 59:5 63:5 65:25 decide 43:19 decided 38:20 74:2 deciding 23:15 decision 69:25 dedmon 57:12 57:17,18	deem 78:6 deemed 72:19 defective 31:12 38:4 defectively 37:19 defendant 1:9 2:4 4:9 5:20 13:17 30:12 defendant's 2:6 30:8 defer 74:15 defined 11:2 definitely 73:20 degree 13:9 degreed 22:17 22:23 deponent 82:5 82:6,8,14 deponent's 82:5 84:15 deposition 1:13 5:7 6:23 7:9 40:1 72:2 77:24 78:4,16 82:5 83:7 describe 14:4 15:16 description 2:2 design 14:6 15:18 17:3 19:14,22 21:22 21:24 24:9,15 32:4,11,16 43:17 44:4,14
---	--	---	--

[design - ethics]

Page 8

49:6 designate 77:23 78:2 designating 78:5 designed 32:1 33:17 37:19 58:9 desire 83:7 details 41:25 58:6 determination 70:6 determine 42:7 determined 79:16 development 6:11 devin 4:4,8 5:17 37:2 55:22 56:9 62:21 dial 4:11 82:1 died 27:25 28:6 different 12:24 12:25 50:4 62:20 67:5 differently 34:16 direct 18:1,21 45:8 79:15 81:12 directly 16:6 50:2	disagree 8:21 disclosure 4:23 79:7 disclosures 79:1,4,5,17 discount 79:21 discounts 79:20 discovery 15:22 discuss 21:18 discussed 21:16 22:21 23:3 29:3 discussions 20:18 disqualificati... 79:8 disqualify 79:13 81:10 district 1:1,1 division 1:2 document 8:13 30:3,6 51:21 59:16 60:5,6,7 60:8,13,15,23 61:16,22 62:3 documents 15:6 21:4,4,14 23:15 37:14 43:25 44:1 61:15 64:22,25 74:1 78:2 doing 6:6 36:17 driver 28:1,7 28:10,13 31:5	74:2,22 75:2 drivinglaws.a... 59:13 drosky 4:4 5:17 due 30:25 82:3 duly 6:2 dunn 18:13 21:19 22:17 56:4,13,24 58:15,17 63:3 63:8,18,22 64:2 66:25 dunn's 67:12 duty 7:5 42:14 42:19,23 43:5 dyersburg 1:20 dynamic 11:19 12:8 dynamics 24:18,22 25:3 44:9	electronically 82:7 email 2:13,14 55:19,21 56:3 56:24 63:3 64:16 65:9,14 66:14,24 67:18 82:9 employee 81:9 employment 38:25 engineer 23:6,7 23:9 47:6 57:18 engineering 23:8 engineers 22:16,17,22,23 23:3 ensure 32:12 32:16 58:22 61:6 entered 83:7 entire 77:24 entirety 73:16 entity 52:17 errata 82:3,6,7 82:8,10,12,13 82:15 83:1 escape 27:5 esquire 4:3,4 4:10,11 82:1 estate 1:3 ethics 79:15 81:11
		e	
		e 5:1,1 83:6,6 earlier 38:19 45:14 50:13,23 early 13:5 easily 68:14 educational 57:21 58:3 effect 11:18 eight 12:24 18:15 21:23 30:19 31:13 either 51:5 68:23 69:1	

[evaluate - form]

Page 9

evaluate 47:6 evaluation 8:11 46:2 event 50:19 eventually 58:18 everybody 78:12 evidence 7:22 9:6,7,24 10:13 22:9 25:11 34:19 36:3,13 38:21 41:22 43:15,16 52:3 65:17 67:17 71:3 73:13 81:7 exact 8:12 exactly 54:4 examination 3:1,3,4 6:4 except 79:9 excerpt 81:4 excerpted 76:11,11 exchanged 15:12 executive 55:20 executives 38:20 exhibit 2:2,4,6 2:9,11,13,14,16 2:17 13:12 29:24 36:24 40:16 55:15	56:9 62:18,21 62:22,25 65:21 65:24 68:5 71:10 exhibits 2:1,19 80:1,1,2 exists 60:14 expects 51:15 expert 12:12 16:7 22:11 42:9 expires 84:24 explore 17:4,12 exposure 10:24 extensive 32:5 32:11,15 45:15 46:19	families 35:1 35:23 family 35:8,17 37:10 far 12:7 59:21 fars 53:5,7,14 53:19,21,24 fatal 29:22 35:2 52:22 fatality 52:3 fault 2:7 30:4,9 features 7:20 47:21,24 55:7 57:2 federal 66:22 67:7 69:10 83:6 feedback 9:23 10:14,20 feel 14:18,19 43:4 figure 9:17 11:9 12:1,16 14:16 15:1 16:10 17:3 41:16 43:9,23 51:13,17 file 1:5 2:8,9 82:11 filed 29:5 82:13 fill 82:7,7 financial 55:1 75:22 79:8 financially 81:9	find 24:25 68:14 69:3 70:1 findings 11:20 11:21 49:4,10 fine 60:7 finish 32:10 34:18 firm 21:7 79:1 79:17 first 2:5 6:2 13:18 32:21 40:20 63:7 66:2 72:6 five 78:10 fmvss 61:7,21 focus 14:3 folder 37:3 following 79:1 79:5 83:4 follows 6:3 ford 6:17 27:5 47:14 foregoing 81:4 foreseeable 26:3,7,11,16 38:8 form 6:18 8:17 9:9,20 11:12 12:5,19 15:3 16:12 17:13,22 18:19 19:8,17 20:9,20 21:1 22:6 23:17 25:4,14 28:2
	f		
	f 6:17,21 26:4,8 26:12 27:2 47:14 facility 82:16 fact 50:24 59:4 72:17 75:10 factor 11:3 42:11 factors 13:9 facts 62:12 fair 49:6 50:15 58:10,13 false 34:6,6 63:15 69:2,22 75:13 falsely 66:18		

[form - handling]

Page 10

28:23 31:15 32:2,24 33:19 34:4,13 35:25 36:10 38:23 40:7 41:8,19 42:17 43:12 44:10 45:22 46:10 47:16 48:6 49:19,25 51:2,19 52:14 52:23 54:15 58:24 59:19 60:11,19 61:19 62:6,14 64:3 64:19 66:20 67:13 68:8,16 69:4,19 70:3 70:14 71:6 72:21 74:10,17 75:11 83:7,9 formal 20:22 21:14 formerly 30:13 forms 79:7 forward 82:11 found 25:23 frame 7:19 24:13,14 68:2 68:6 72:13 friendly 72:8 front 29:12,19 65:24 frontal 13:1 frozen 39:6,8 39:10	full 6:9 function 20:13 furnish 83:9 further 81:8 g g 5:1 ga 82:9 gainesville 1:2 general 36:7 51:5 63:9 generated 12:12 gentleman 55:20 56:17 58:5 georgia 1:1 4:6 4:12,22 35:23 64:22 70:11,12 70:13,18 72:6 72:7,8,13,18 73:6,9,19,23 74:9,16 75:16 79:5,11 81:2 82:17 getting 10:18 girlfriend 31:1 give 7:5 44:25 65:7 given 38:12 81:7 83:8 gives 30:23 go 6:18 8:17 9:9,20 10:3 11:7,12 12:14 12:19 13:24	15:3 16:12 17:13,22 18:19 19:8,17,25 20:9,20 22:6 23:24 25:4,14 25:21 28:2,8 30:15 31:15 32:2,5,10,11,24 33:19 34:13 35:25 36:10 37:13 38:23 39:11 40:7 41:8,19 42:17 42:25 43:12 45:15,22 46:10 46:18 47:16 49:25 51:2,19 52:14,23 54:15 56:2 58:19,24 59:19 60:11,19 61:19 62:6,14 62:18 64:3 66:7,20,24 67:13 68:8,16 69:4 71:6,14 72:21 73:15 74:10 77:22,23 78:2 goes 32:15 41:5 72:12 going 11:4 13:16,24 14:3 17:24 30:2,21 31:20 32:19 37:2,3,18	40:20 41:17 54:25 55:18 56:2 58:21 62:20 63:8 66:5,24 68:4 71:13,14,18 72:6 73:2 74:5 75:9,23,24 76:5 good 6:6,7,8 77:20 78:13 google 66:13 gotcha 45:14 government 10:21 52:17 greenwell 48:15 greetings 82:4 gross 68:20 guess 11:22 20:2 23:5,11 33:2 66:23 guidelines 60:17,25 61:9 61:10,18,23 guilty 75:2 gunn 4:11 82:1 guys 44:17 h h 4:3,10 82:1 half 30:19 31:13 handling 32:18 44:15 61:25 62:1
---	--	--	--

[hang - increased]

Page 11

hang 75:21	21:1 22:6	hog 24:7,10	29:14 33:10
hannah 4:4,8	23:17 25:4,14	hold 23:7 66:5	36:23
5:17	25:21 28:2,8	77:22	impacted 29:13
happen 26:14	28:23 31:15	http 71:24	35:6,12
33:18,25	32:2,24 33:7	hudgins 4:11	impacts 81:14
happened 35:3	33:19 34:4,13	82:1	impartial 81:14
happens 44:8	35:25 36:10	hunsley 1:14	impartiality
hear 39:5 44:17	38:23 39:5,9	3:2 6:1,10,12	79:14 81:11
48:1 52:11,16	40:7 41:8,19	10:12 11:4	inattentiveness
65:8 67:24	42:17,25 43:12	13:15 15:10	30:25
heard 8:2	44:10 45:22	19:4 20:17	inch 6:16,21
heckethorn	46:10,24 47:16	39:18 41:15	35:22 63:19,23
30:13 36:17	48:6 49:19,25	42:13 44:18	inches 66:3,11
height 25:8	51:2,19 52:14	47:10 51:12	67:20 72:14
29:11 37:21	52:23 54:15	52:10 55:2,25	73:6
38:6 51:9	58:24 59:19	64:10 65:7	incident 11:3
59:14 67:23,25	60:11,19 61:2	71:2 82:2	12:13
72:13	61:19 62:6,14	hurt 10:18	incidents 10:25
heights 8:1	64:3,19 66:5	i	11:1,5 16:8
66:19,23 67:4	66:20 67:13	idea 47:13	50:14
67:18 68:6,13	68:8,16 69:4	identification	included 2:20
68:21,24	69:19 70:3,14	13:13 29:25	54:1
hey 44:7	71:6 72:21	36:25 40:17	including 14:6
higher 35:22	74:10,17 75:11	55:16 63:1	14:12 15:17
highlighted	75:20 76:4	65:22 71:11	inconclusive
63:7	77:22 82:1	ii 4:10 82:1	8:25
highlighting	hire 17:11	illegal 64:1	increase 9:18
57:7	hired 49:24	72:20 74:16	9:19 12:2,16
hill 4:10 5:19	50:2	75:8	20:14 69:17
5:19 6:18 8:17	historical 25:6	illinois 66:3	70:1
9:9,20 11:12	history 51:8	67:20 68:6	increased
12:5,19 15:3	65:1	image 2:17	14:20 18:24
16:12 17:13,22	hit 35:9,18	imagine 76:8	19:15,23 20:7
18:19 19:8,17	hitting 7:18	impact 13:1,7	22:4,9 25:9,12
19:25 20:9,20		17:24 18:2	34:8 36:3 52:2

[increased - kind]

Page 12

54:13 increases 9:3 52:6 increasing 11:10 25:11 index 2:1 3:1 indicate 36:13 indicated 51:25 indicates 25:8 53:1 indiscernible 44:16 69:6 industry 24:1,4 25:7 46:13 infinite 50:4 information 7:5 11:17 12:3 14:25 39:25 41:23 54:7 informed 42:20 43:8 inherent 9:24 11:2 16:21 18:23 22:10 52:4 inherently 13:7 14:19 25:9 34:8 injuries 9:8,11 9:15 28:11 29:22 31:2 33:24 35:24 38:22 40:5 41:24 42:1,7 42:12 50:17,19	50:20,25 51:14 51:18 52:12 injury 7:16 9:3 9:19 10:15 11:10 12:2,2 12:17 14:6,15 14:17,20 15:2 15:17 16:11 17:5,21,25 22:5 25:9,12 36:3 40:12 50:14 52:3,6 54:13 69:18 70:2 insinuating 34:7 50:8 inspected 26:24 27:5 inspections 27:9 install 35:19 installed 18:22 18:25 19:7 35:10 37:20 38:5 installing 52:5 installs 8:15 institute 53:25 insured's 57:2 integrity 47:7 47:14 intention 33:9 intentionally 69:2	interest 79:8,13 81:10 interested 81:9 internally 21:17 interpretation 64:24 interrogatories 2:5 7:10 13:19 interrogatory 13:25 14:14 interrupt 32:10 interrupted 39:19 intersection 35:5 intrude 29:20 intrusion 19:15 19:23 20:8 intuitive 69:6 intuitively 20:13 investigate 42:24 43:5 investigating 26:21 29:3 investigation 12:13 involved 16:7 26:5,25 29:7 50:6 52:22 57:24 involving 33:25 50:19	issue 9:25 10:15 17:7,18 17:19 18:24,24 25:18 42:21 43:3 items 55:1 j j 1:14 3:2 82:2 january 30:4 30:16 jason 6:1,10 jennifer 1:23 5:12 44:25 81:19 job 82:2 joined 21:7 23:20 39:23 54:9 joining 13:2 25:7 joshua 1:3 jury 6:8 71:2 75:9 k ken 18:13 21:19 22:17 56:4,13,24 58:15,17 63:3 kill 34:2 killed 29:8 kind 11:17 12:8 21:8 43:14 59:17 60:8,24 61:17 73:18
---	---	--	--

[kit - lifts]

Page 13

kit 6:17 9:8 10:18 11:2,18 11:23 29:11 37:19 38:3 42:10 43:4 47:20,25 51:18 52:5 64:7 68:3 kits 9:18,23,25 10:14,24 11:10 12:2,8,17 17:4 19:7 20:13 35:23 40:5,12 44:14 46:13 59:23 63:19,23 64:1 69:10,16 69:17 70:1 72:19 knew 24:16 25:16 55:11 58:21 68:24 69:1 know 2:16 7:21 7:23 8:9,11 9:22 10:19 11:1,14,17,18 11:19,20,21,21 12:8,21,25 15:5,7 16:19 16:21,22,22 17:3 18:2,11 18:21,22 21:3 21:5,6,8,15,17 25:24 27:19 29:4 34:15,19 34:20,24 36:2	36:12,19,21,22 38:14 39:4 40:19 43:2 45:25 47:20 48:4 49:13,14 49:17 50:13,18 51:5,9,12,13,25 52:16,25 54:4 54:7 57:24 58:1,6 59:10 59:22,23,25 60:13 61:6,7,8 62:8 64:6,17 64:25 67:11 69:17 70:5,16 71:22 73:15 74:13 knowledge 8:19,24 11:5 18:14,25 41:21 43:20,24 54:17 55:14 57:20 63:16 64:5,11 64:12,13 69:9 75:15 known 30:13 55:3,5 knows 9:2 31:19,24 33:16 36:2 49:24 69:17 74:8 75:7,8	l l 4:3,4,4 law 2:7 4:3,4 30:10 68:19 69:13 70:12 73:19 79:5 lawmakers 67:7 laws 2:16 58:23 59:10,18 60:10 64:17 65:18 68:14 69:11 70:16,18 71:4 71:19,23 72:18 73:13 74:8 lawsuit 29:5 lawsuits 51:6 55:13 lawyer 57:14 58:2,8,8 leader 24:3 legal 4:18 5:11 74:16 leon 4:5 lessen 33:10 licensed 22:16 22:22 23:3,9 lift 2:16 6:16,21 7:17 8:15 9:8 9:18 10:14,18 11:10 12:1,17 17:4 19:7,16 22:10 26:4,8 26:12 27:2 28:14 29:11	34:3,8 35:10 35:19,22 37:19 38:3 40:5 42:10 44:8,14 46:14 47:24 50:20 51:17 59:10 63:19,23 63:25 64:6 65:2,10 67:22 68:1,3 69:16 69:17 70:1 71:19 72:14,18 72:19 73:5 lifted 26:17 31:5 36:8 41:5 41:5,12,23 50:8,11 52:21 54:13 65:3 67:6 68:2 lifting 9:2 36:4 41:16 52:5 liftlaws.com 73:17 liftlaws.com. 65:10 lifts 7:25 16:11 18:18,22,24 19:24 20:8 22:4 23:15 25:2 28:17 31:13,20,25 32:12 33:16 38:22 42:7 48:4 49:6 50:14,17,25
--	---	--	--

[lifts - meetings]

Page 14

51:13 52:12,21 61:18 62:4,11 66:2,11 67:20 67:25 68:13 70:11 71:4 75:8,15 light 30:24 lights 35:2 limit 72:14 73:6 line 76:10,10 83:11,13,15,17 83:19,21,23 84:1,3,5,7,9,11 lines 78:6 81:5 81:5 link 65:25 71:19 links 59:7,9 64:17 65:9,14 71:23 73:4 74:24 literature 8:4 litigation 15:8 litsup 82:9 little 11:6 36:20 44:19 58:19 73:3 llc 1:8,16 2:8 4:5,11,16 5:8,9 82:1 llc's 2:4 local 57:13 58:23 59:18 60:10 71:23	long 30:23,24 31:5,8 35:21 look 6:25 13:15 62:19 73:21 looked 12:16 27:2 67:17 looking 20:11 48:16 49:16 62:12,19 73:18 looks 38:16 lot 13:8 lunch 76:1 m ma'am 6:14 7:3 7:7,11,14 10:2 10:5 24:5,8 26:19,23 27:1 27:4,7,11 28:16,19 29:6 29:9 30:7,11 30:14,18,20 31:4,7,10,23 37:8,12 39:21 40:2,9,24 44:5 45:19 48:2,13 48:21,24 49:2 49:8 53:6,20 56:6,19,22 57:5,10,15 58:11 59:2,8 59:15 63:6,13 63:20,24 64:14 65:20 66:16 67:10,15 68:10 71:17,21,25	72:11,16 73:8 73:11,14,25 74:4,19 made 25:24 27:8 52:4 55:9 63:18 69:25 73:23 79:5 80:1 81:13 maintain 32:12 44:14 47:7,21 47:25 maintained 32:17 maintaining 47:14 79:14 81:10 maintains 61:7 make 24:24 27:12,16,21 32:6 42:14,19 45:15 46:19 48:4 50:3 58:1 60:1 75:9 79:12 83:7 makes 23:9 making 27:14 79:14 83:8,8 manager 21:22 21:25 manner 28:10 mansell 82:16 manually 82:7 manufacturer 44:7,13 45:8 45:11,13	manufacturers 32:4 manufacturing 23:19 march 29:5 mark 62:21 65:24 marked 13:12 29:24 36:24 37:14 40:16 55:15 62:25 65:21 71:10 marks 5:6 mashman 4:4 5:17 55:23 56:10 62:23 matheson 73:23 74:8,16 74:22 matter 5:8 79:13,19 81:10 max 67:20 maximum 66:3 66:11 mean 10:21 32:10 36:20 45:11 48:16 52:16 meeting 18:7 20:17,22,25 21:12,14 22:3 meetings 17:17 18:16 19:5 38:19
--	---	---	---

[members - number]

Page 15

members 55:19	monitoring	ne 4:12	non 2:7
mendoza 2:11	53:19	nearly 51:24	nonconfident...
36:16 37:9	morning 6:6	necessarily	1:17 2:1,19
38:18 39:20	motion 2:7 30:9	44:1	81:4
40:13,21 41:1	motorcycle	necessary 83:9	nonparty 30:10
43:8,10,21	24:1,13	need 2:16 11:22	nonresponsive
44:1 45:9 51:6	motorcycles	15:11 32:22	13:11 14:22
51:7	24:11	33:5,13 59:10	16:25 17:9
mendozas	motorists 35:23	59:23,25 75:5	18:5 19:2
51:15	motortrend	needed 58:22	22:19,25 35:14
mention 15:22	2:16 65:25	needs 52:11	46:16 52:8
mentioned	move 13:10	67:8	60:3 61:12
13:19 39:22	14:21 16:24	negative 11:2	65:5
michael 4:18	17:8 18:4 19:1	negatively 13:7	northern 1:1
mike 5:10	22:18,24 30:21	neither 35:7,8	notarized 82:9
miles 10:24	35:13 46:15	35:16,17	notary 84:22
millions 10:23	52:7 60:2	never 9:5,5,7	note 2:19
minor 1:5 29:7	61:11 65:4	10:20,25 18:14	noted 83:3,4
minute 75:21	multiple 14:11	19:13 34:1	notes 27:13
minutes 20:18	multitude	36:12 50:2	notice 6:23 7:6
20:22 75:25	26:15	53:18 58:9	30:4 38:12
76:5,8	muted 45:1	64:5 65:1,16	40:1
mismatch	n	69:11 71:3	noticing 79:19
17:20	n 5:1	nhtsa 7:24,25	notifications
misrepresent	nale 22:1,2	8:4,10 12:21	51:10
62:12	name 5:10 6:9	12:24 13:5	notified 43:3
misstated 66:6	12:23 23:21	16:20 17:18	noting 82:6
modified 53:2	57:16	18:1,8,15	number 5:6
modify 47:5	named 55:20	20:19 21:4,13	13:12,25 14:10
moment 10:4	56:17	48:11 51:22	29:24 36:24
54:23 65:7	names 5:15	53:16,23 54:1	37:16 40:16
monitor 5:5	nathan 48:15	60:17,25 61:8	50:5 55:15
40:4 53:11	national 53:25	61:17,23	56:8 62:25
monitored	nature 9:25	nhtsa's 8:21	65:21 71:10
53:14	52:5	49:4,10	

[o - paragraphs]

Page 16

o	75:11	48:18 50:22	oven 24:4
o 5:1 o'clock 70:21 o.c.g.a. 79:8,9 79:20 83:6 o.e. 47:8 oath 5:23 7:12 object 6:18 8:17 9:9,20 11:12 12:5,19 15:3 16:12 17:13,22 18:19 19:8,17 20:9 20:20 21:1 22:6 23:17 25:4,14 28:2 28:23 31:15 32:2,24 33:19 34:4,13 35:25 36:10 38:23 40:7 41:8,19 42:17 43:12 44:10 45:22 46:10 47:16 48:6 49:19,25 51:2,19 52:14 52:23 54:15 58:24 59:19 60:11,19 61:19 62:6,14 64:3 64:19 66:5,20 67:13 68:8,16 69:4,19 70:3 70:14 71:6 72:21 74:10,17	objection 19:25 25:21 28:8 33:7 42:25 46:24 61:2 objections 14:10 objectives 14:7 15:18 obligation 79:14 81:11 occupant 29:20 oe 32:13,17 44:13 45:8,11 offer 63:10 offering 25:17 officer 81:14 offices 82:3,9 oh 32:9 56:11 58:16 okay 8:2 9:1 12:14 13:15,22 13:24 14:10 15:15,21 20:17 21:24 24:12,16 24:25 25:20 26:3,7,20 27:8 27:16,24 30:2 30:8,12,15,21 32:19 33:15 37:9,13 38:2 38:12,17 40:3 40:19 41:4 44:6,18,20,21 45:3,14 48:10	52:20 53:11,21 56:2,7,11,16 57:6,7 58:7,7 58:12 59:9,12 60:2,15 63:3,7 63:14 64:15 65:13 66:8,17 66:24 67:3,21 68:4,12 71:13 71:18,22 72:1 72:5,17 73:2 73:21 74:1,21 75:1,5,20 76:7 78:14 old 58:4 once 37:20 38:4 78:9 82:8 open 64:23 65:13 operated 28:11 order 78:8,12 ordered 14:12 ordering 80:3 82:12 organized 58:19 original 2:19 2:20 82:11,13 ourada 1:23 5:12 81:19 outcome 81:9 outlined 59:6 outside 55:12	overridden 29:15 override 29:19 41:11,17 51:9 55:7 overrides 57:2 own 28:22 31:14 33:24 42:24 49:11 69:25 73:4 owners 47:3
			p
			p 5:1 p.m. 55:21 66:25 70:23,23 78:16 page 2:2 3:3 30:15,22 37:13 68:5 71:19,22 72:1 73:5 74:23 76:10,10 81:5 83:11,13 83:15,17,19,21 83:23 84:1,3,5 84:7,9,11 pages 2:12,16 2:18 78:5 81:5 81:5 83:9 paper 8:22 49:4 53:21 paragraph 38:3 67:3 72:7 paragraphs 77:25

[paraphrase - procedure]

Page 17

paraphrase 50:15	perfectly 6:16	plaintiffs 1:6	potentially 17:25
paraphrasing 45:18 71:5 73:19	performance 11:24 14:7 15:18 20:6,12 20:13 24:20 32:13,17 43:4 44:15,15 47:7 47:18,19,20,24	2:3,5 4:2 5:18 13:12 15:15 29:24 31:2 36:24 38:11 40:16 55:15 62:25 65:21 71:10	powerless 35:24
parents 1:4	period 51:25	playbook 28:21	preamble 66:6
part 7:8 32:14 39:23 54:7	person 35:9,18	pleadings 36:21	preparation 7:8 72:2
particular 40:11	personally 11:16 15:7,24 26:24 41:3	please 5:13,14 5:22 6:8 19:19 44:24 65:7 82:9,15 83:8,9	prepare 57:8
parties 4:19 79:20 80:3 81:14 82:12	perspective 32:18	pled 75:2	present 4:15,25 21:9
parts 24:10,12	pes 22:23	plus 11:15 50:3	presented 9:6,7 21:15 54:6 64:6 65:2,17 69:12 70:10 79:2
party 2:7 79:15 79:21 81:9,12	phone 30:25	point 34:16,20 61:21	prevalent 61:9
passenger 38:7	phonetic 47:3 75:23	ponce 4:5	pride 23:23,24 24:2
password 80:2 80:3	photographs 2:11	portion 76:9 77:24	primarily 24:13
patently 69:21	physical 16:1	position 6:9,15 9:1 47:23 49:4 49:9 52:11	primary 54:20
patrick 4:16 7:12 21:19 56:17,20,24 63:4,8	pickup 52:1	possibility 7:16 14:5,15,16 15:17 16:17 17:20 19:14,22 20:7 22:4	print 82:7
patrol 73:23	picture 40:23 41:1,2,16	possibly 18:13 21:22 23:11	printout 2:18
pdf 82:6	pictures 27:10 40:21	potential 26:10 49:15	prior 15:8 23:23,25 25:7 38:25
peachtree 4:12	place 79:19		privy 41:25 43:25
people 10:17 11:11 12:3 22:3,15,21 23:2 28:17 34:1 37:10 45:20 46:8,22 51:15 62:12	plaintiff 29:10 29:16,18,18 38:1		probably 33:2 53:25 74:12 75:24
	plaintiff's 7:10 13:18 29:13,14 29:21,21 56:9		problems 18:17 19:6
			procedure 83:6

[proceeding - referenced]

Page 18

proceeding 4:25 79:2,21 80:2 81:8,14 proceedings 1:17 10:7 39:13 70:22 76:11 79:12 produce 13:7 produced 30:3 37:15 79:22 product 10:22 10:25 14:18,19 15:2 18:2,23 18:25 25:16,23 32:16 43:9,17 46:2 47:7 50:3 50:5 57:2 61:7 69:12 production 82:16 products 13:6 30:13 32:12 34:1 36:17 42:15,20,24 50:3 55:7 58:9 58:22 60:17,25 63:10 65:17 68:21,25 73:13 professional 23:6,7,8 79:15 81:11 prohibited 79:19 prohibitions 79:9	proper 46:1 protected 80:2 80:3 protection 7:20 29:14 protections 36:8 38:7 41:6 41:12,18 protective 78:8 78:11 protocols 11:23 prove 38:21 provide 14:25 41:23 79:18 provided 13:6 providing 25:24 public 36:3,7 84:22 published 52:25 53:16 purchase 60:1 pursuant 4:21 83:6 putting 10:22 25:2 q question 11:8 12:14 14:11 15:12 17:12 18:11 19:19 28:3 44:24 45:1,4 46:6,21 57:8 58:15 60:20 61:14	66:6 questions 40:20 75:19,22 79:22 81:6 quick 70:19 quote 15:15 r r 5:1 58:5 rad 1:14 3:2 6:1,10 76:6 82:2 rails 7:20 raise 45:21 46:8,22 68:1 raised 29:11 raising 7:17 17:21 25:8 ran 30:24 rc 2:10,13,15 12:15 19:4,13 19:21 24:25 26:4 rchausmer 4:14 read 14:4 15:16 30:23 31:3 37:19,23 38:3 45:4 53:21 56:25 57:4,7,9 63:8,12 66:4 66:11 67:4,9 72:7,10,12,15 73:5 82:5 83:2 real 11:18 50:14	really 11:16 39:1 51:23 rear 24:15 26:9 reason 27:25 28:6 reasonably 25:24 reasons 83:8 recall 12:23 27:14 54:23 received 12:4 receives 79:21 recognize 67:7 recommended 25:2 record 5:3,15 10:6,9 39:12 39:15 70:20,24 77:23 78:15 79:12,14,22 81:7 recorder 27:12 recording 27:15 recordings 27:8,16,22 red 30:24 35:2 redesign 11:22 redirection 43:17 reduced 81:6 reference 40:15 referenced 22:15 40:14 51:22
--	---	--	---

[references - road]

Page 19

references 53:23 64:24	repeat 9:14 19:18 37:7 44:23,24	reserved 78:17 respect 61:18 responds 58:16	48:11,25 54:7 54:12 64:21 65:9,10 72:1
referencing 78:1	report 73:23 79:13	response 2:4 13:18 14:14 15:21 43:2 45:7 57:1,8	reviewing 16:19 21:4 23:14 54:9
referring 75:17	reporter 4:24 5:12,13,21,24 10:1,3 39:7 44:22 45:2,5 69:7 79:1,4,8 79:10,23 80:1	responses 7:10 14:25 15:13 36:21	rhill 4:13 richard 4:10 82:1
regarding 7:25 7:25 8:13 11:17 18:1 22:4 45:9 51:22 77:25	reporting 4:23 79:7,18	responsibility 31:12 39:24 82:5	rick 5:19 75:21 right 9:4 10:12 11:4 12:18 13:20 24:6,9 26:25 27:3,9 28:15,18 33:13 37:24 39:11,18 39:22 40:25 48:14,25 49:3 54:24 56:20,21 56:23 57:16,18 58:7,14 59:10 59:16 65:13,19 66:17 67:11,24 72:2,20 73:9 73:10,21 78:4 78:8
regular 53:13 53:19	reports 7:22 8:3 12:12 53:16	restrained 26:13,18	risk 14:20 16:21 22:10 25:9 34:8 36:8 52:2,13 54:12
regulated 66:19 67:6,18 68:7,13,25	repository 80:3	restricting 72:13	road 4:12 10:25 11:6,11 12:3 50:15 59:22 63:10 72:8
regulation 66:22 73:20	represent 5:15 40:25	result 12:17 54:13	
regulations 4:22 58:23 59:6,18 60:18 61:1,18 79:6	representations 79:5	resulted 38:5 resulting 29:22 31:2	
relate 67:5	representative 29:2	results 11:20 37:20 49:15	
relating 80:2	representatives 19:5	returned 82:10 82:13	
relationship 79:13 81:10	representing 5:10	review 7:9 12:3 12:21 21:15 42:6 78:4 79:2 82:6	
relative 11:23 12:7 24:11 47:3 65:2 81:8	requested 25:25 82:5	reviewed 7:21 7:24,24 8:3,6,9 11:14 13:2,20 15:6,7 22:12 34:20 43:25	
relatively 8:25	required 25:25		
remaining 78:4	research 6:10 16:16 17:2,4 60:9		
remains 78:11	reserve 78:3		
remember 8:6 8:12 45:17			
remotely 5:23 6:2 81:5			

[roads - seriously]

Page 20

roads 32:7	38:14,18,21	s	seal 82:10
rob 4:7 5:16	39:23,25 40:4	s 5:1	seat 32:22
39:9 77:24	40:11,12 41:15	safe 6:16,21	33:13
robert 4:3	42:6,13,23	25:24 32:1,6	second 2:4
roswell 82:17	43:7,8,10,10,18	33:17 42:15,20	13:17 30:21
rotisserie 24:3	44:6 46:13	42:24 43:9	section 79:8
rough 1:8,16	47:5,13,23	45:16 46:20	sections 79:9
2:4,8,17 4:16	48:3,11,22,25	58:2	see 13:22 14:1
5:7,8,20 6:9,11	49:3,5,9,11,17	safety 17:11	14:8 30:6 37:5
6:13,15,16 7:4	49:23,23 50:13	38:7 55:7 57:2	37:8,16 38:13
7:9,15,17 8:3,5	50:20,23 51:12	57:22,25	40:23 52:21
8:9,14,15,21	51:14 52:10,20	santana 1:3	55:25 58:17,18
9:1,17 10:13	53:11,18 54:12	saw 41:16	65:19 67:1
10:16 11:5,9	55:2,3,5,11,19	saying 11:25	68:10 71:16,20
12:1,15 13:3	56:13,20 57:22	20:19 23:6	seen 36:20 41:2
13:16,17 14:4	58:8,9,21 59:4	38:1 42:9	52:2 58:5 71:3
14:14,24 16:4	59:17 60:5,8	50:16,18	sell 35:22
16:9,16 17:2	60:16,23 61:16	says 30:22	selling 9:22
17:11,17 18:7	62:11 63:14,18	37:18 38:2	25:13,20 70:13
18:10,16 19:4	63:22 64:12,16	56:24 63:8	send 82:11,15
20:5,18 23:14	65:15,15 66:1	66:10 67:3	sends 56:24
23:20 25:6,10	66:13,18 68:13	71:22 72:7	senior 21:22,24
26:8,12,17,20	68:14,23 69:1	73:5	sent 66:1,14
27:24 28:5,14	69:16,24 70:10	scenario 11:19	sentence 14:3
28:18,21,21	70:12 71:3,14	12:9	30:22 63:8
29:2,4 30:3,12	73:4,12 74:9	scene 2:12	73:20 74:5
30:22 31:8,11	74:15,23 75:7	screen 13:22	75:6
31:14,19,20,24	75:9	37:5 40:23	september
31:25 32:15	roughcountry...	55:25 65:19	81:16
33:12,15,16,23	71:15	71:13	sergeant 73:22
33:25 34:1,3	rule 1:13 83:6	scroll 64:15	74:8,15,21
34:11,21 35:7	rules 4:21 79:6	66:2 71:18	serious 52:18
35:10,16,19,21	83:6	73:2	69:18
36:2,6,17	rws 1:6	scrolling 68:5	seriously 52:13
37:10,15 38:12			

[serve - study]

Page 21

serve 81:14 services 79:18 seven 12:24 severe 50:21 severity 33:10 34:9 share 30:2 71:13 shortly 13:2 show 13:17 37:2,4 40:21 55:18 62:20 68:4 74:5 75:5 showed 22:13 68:20 showing 70:11 73:18 shown 67:4 shows 59:17 60:23 61:16,22 62:3 68:6 side 13:1 29:14 36:23 sign 82:5 signature 78:17 81:19 82:2,14 84:15 signed 82:8,10 82:13 similar 51:6 simply 62:12 simulate 43:21 sir 63:15 69:7 sit 68:18	sitting 67:11 sizes 12:25 smoker 23:19 24:3 smokers 23:16 snyder 4:3,5 5:16 75:21 76:7 78:14 sold 63:18,22 solely 79:16 81:12 solutions 4:18 5:11 somebody 18:10 23:9 sorry 5:14 9:14 10:3 16:9 21:20 23:21,24 32:9 34:18 37:7 44:20,22 45:1,2 46:5 50:10 55:4 56:18 58:16,18 60:21 69:7 sounds 78:13 southern 23:23 23:24 24:2 speak 6:12 39:1 44:19 58:3 64:21 specific 12:7 15:12 18:2 19:10 44:12 50:8,11 57:1 61:14 79:20	specifically 11:8 17:19 21:6 53:1 59:5 62:8 79:6 speed 21:9 spent 23:25 stability 61:6 stamp 23:7 stamped 2:8,9 2:10,13,14 start 55:4 started 23:14 starts 56:4 state 2:7 5:14 30:10 41:11 64:8 65:18 67:7 68:14 69:11,13 71:19 72:9,17 73:13 73:14,16,23 79:10 81:2 stated 40:13 68:20 81:6 statement 4:23 14:13 38:10 47:2,10 49:7 59:21 63:14,18 63:22 67:12 69:15 73:15 83:8 statements 68:24 69:2 states 1:1 23:11 59:11 63:11 64:1,17 66:10	69:1 72:24 stating 15:5 36:14 51:4 59:24 statute 61:4 64:7,22 70:11 74:23 75:13 steering 24:14 stop 25:13,20 70:12 stopped 35:2 straight 28:20 strike 13:10 14:21 16:24 17:8 18:4 19:1 22:18,24 29:21 35:13 46:15 52:7 58:18 60:2 61:11 65:4 striking 7:17 7:19 28:1,7,13 74:2,22 75:1 string 56:3,16 56:18 62:21 67:18 stringent 72:18 struck 41:7 structure 58:2 structured 50:6 studies 41:22 54:1,11 study 8:11 20:19 21:13 42:3,6 48:11
--	--	---	---

48:14 49:1,10 53:23 54:3 subcontractor 79:11,16 81:13 subject 29:11 29:12,12 37:21 submitted 4:24 7:23 79:23 80:1 subscribed 84:17 substance 83:7 sued 38:15 42:15 suite 4:5,12 82:16 sum 58:5 supplemental 2:4 13:18 support 2:6 30:9 sure 20:11 21:23 32:6 42:14,19 45:15 46:19 53:15 57:20 65:11 surviving 1:4 suspension 24:15,17,19 25:1,11 32:18 36:18 45:21 46:8,23 72:14 72:19 73:3,5 sustained 41:25 50:19	swear 5:13,22 sworn 6:2 7:9 7:12 84:17 systems 36:18 t tag 75:23 take 25:17 43:5 52:18 70:19 75:24,25 76:1 76:5 taken 81:5 takes 52:12 talk 54:24 55:1 talked 15:11 31:21 38:19 48:10 talking 8:22 12:11 30:25 39:19 42:3 54:3 taylor 30:23 team 13:3 54:9 55:20 75:23 tedra 4:3,7 5:16 teejorga 75:22 tell 6:8 10:17 27:21 45:20,25 46:7,22 47:4 59:24 60:7 tells 34:1 ten 11:15 51:25 tennessee 1:20 term 23:5	terms 79:16 81:13 test 7:25 12:22 12:23 16:22 17:3 43:18,21 49:24 50:2,6 61:6,8 tested 61:9 testified 6:2 45:14 46:18 50:12,23 65:15 testify 40:3 65:8 testimony 10:16 22:11 40:10 42:10 66:7 83:2,7 testing 12:22 13:1 15:23,25 16:5 32:5 43:22 44:4,4 45:15 46:19 49:11,13 51:23 61:21 69:25 tests 14:6 15:18 16:1,7,10,17 22:12 47:15 49:14 62:1 70:7 thank 23:13 44:21 55:23 56:11 77:20 thing 54:25 things 32:20 40:4 50:12	think 22:8 40:14 43:16 44:18 46:5 53:24 76:6 78:7 thirty 76:7 thought 50:23 time 5:4 10:10 13:4 21:10,25 23:14 24:16 26:22 27:6 39:16 63:17,21 64:2 66:14 70:25 79:21 82:13 times 72:3,5 title 30:8 54:5 today 6:6,13,24 20:19 29:4 39:24 50:23 54:25 67:11 68:18 together 38:20 told 39:3 40:11 44:3 71:2 took 27:10 77:24 topic 19:11 topics 7:2,6 39:25 transcript 2:20 76:9,12 78:5,9 78:10 79:21 81:4,7 82:6,11 82:13 83:2
---	---	---	--

transcripts 79:21 80:2	truth 62:13 69:3	unsafe 25:17	68:2,20 72:9
transmission 24:15	trying 8:6 31:12	uploaded 80:2	vehicle's 7:19 19:15
traversing 35:5	twelve 70:20	upper 7:25	vehicles 8:16 12:24,25 16:10
truck 9:2 25:8 29:13 31:6 34:8 41:5 44:7 44:8,14 45:13 45:16 46:12 47:19	twenty 76:7	use 34:2 59:22 63:10 83:8	19:7 25:1,12 26:14,24 32:5 32:6 36:8,9 38:8 41:18 45:21 46:9 48:4 49:24 50:5 51:17 52:21 53:2 54:14 55:8 57:3 59:23 67:5
truck's 29:12	two 54:19,20 54:21 59:7	used 27:12	verbatim 79:14
trucks 31:20,25 32:21 33:4,12 41:17,17 46:14 46:19,23 52:2 62:4	type 8:12 11:3 68:3	user 47:4	verdict 75:9
true 11:25 19:13,21 20:5 27:24 28:5,20 31:11,19,24 32:21 33:4,15 33:23 35:1 36:6 45:20 46:7,21 47:10 47:12 48:3 55:5,11 62:10 63:17,21,25 64:10 66:17 67:12 68:12,23 69:15,16,24 70:5 73:12 74:21 75:1,7 79:22 81:7	typewriting 81:7	users 45:25	verify 16:23 59:25
	typically 27:19	uses 53:21	veritext 4:18 5:11 79:11,18 82:9,16
	u	using 28:14	veritext.com 82:9
	unaware 47:20 47:24 51:8 68:18	utility 25:25 67:5,7	versus 5:8 29:4 36:16 43:10
	under 2:7 7:12 30:10 78:7,11	v	video 4:19 5:5 5:6
	undersigned 83:2	v 1:7	videoconfer... 1:12 81:6
	understand 15:10 24:2 46:5	validate 73:16	videographer 4:17 5:3,11,21 10:6,9 39:11 39:15 70:20,24
	understanding 7:4	various 13:9 59:6	
	underway 13:4	vehicle 7:17,18 7:18,19 8:13 9:11,16 13:7 17:20,24 20:15 22:10 24:17,20 26:5,13,17 28:11 29:13,14 29:21 32:17 35:10,11,19 36:4 37:22 41:6,13,23 44:9 46:3 47:5 47:8,19 48:19 48:19 50:8,11 51:23,23 52:5 52:6 53:8 58:2 59:22 61:5 62:4 65:3 67:6	
	unfortunately 72:8		
	united 1:1		
	unmodified 53:3		
	unreasonably 37:21 38:4,5		

[videographer - zoom]

Page 24

78:15 videotaped 1:12 violate 71:4 73:13 violated 65:18 68:14 violating 69:12 70:12 violation 64:7 68:19 69:10 70:17,18 75:15 75:16 voice 27:12,14 27:16 vp 6:10 vs 2:8	59:21 64:5 65:1 69:11 web 73:5 website 2:17 65:11 71:15,23 73:4,14,17 74:24 weights 68:20 weinberg 4:11 82:1 wheeler 4:11 82:1 willing 62:11 witness 3:2 5:22,24 6:19 8:18 9:10,21 11:13 12:6,20 15:4 16:13 17:14,23 18:20 19:9,18 20:1 20:10,21 21:2 22:7 23:18 25:5,15,22 28:3,9,24 31:16 32:3 33:1,8,20 34:5 34:14 36:1,11 38:24 40:8 41:10,20 42:10 42:18 43:1,13 44:11,20,24 45:6,24 46:11 47:1,17 48:7 49:20 50:1 51:3,20 52:15	52:24 54:16 59:1,20 60:12 60:20 61:3,20 62:7,15 64:4 64:20 66:9,21 67:14 68:9,17 69:5,8,20 70:4 70:15 71:8 72:23 74:11,18 75:12 76:1 witnesses 80:1 word 17:9 work 14:4 15:1 15:16 57:22,25 world 24:3 worse 24:24 wreck 9:3 27:6 51:16 wrecks 17:5 22:5 50:17 written 4:23 14:25 15:13,22 48:14 wrong 34:12,23 50:22 58:17 wwhgd.com 4:13,14 www.liftlaws... 71:24	37:25 40:14 42:5 44:18 66:22 68:10 72:3 74:12 year 51:8,25 58:4 65:1 years 9:23 10:23 11:15 18:15 21:23 23:25 30:19 31:13
w			z
w 4:5 waiting 10:17 walt 55:20 56:4 want 11:7 36:16 40:21 48:4 49:17 54:24 75:22 76:1 warned 36:7 warranted 11:21 43:16 way 41:5 58:19 we've 7:24 9:22 10:20,22,25 11:14 15:12 29:3 31:21 50:2 51:6 52:4			zoom 4:19
		y	
		y'all 76:1 yeah 18:13 20:2 23:11 26:15 27:18 33:2 34:15	

Federal Rules of Civil Procedure

Rule 30

(e) Review By the Witness; Changes.

(1) Review; Statement of Changes. On request by the deponent or a party before the deposition is completed, the deponent must be allowed 30 days after being notified by the officer that the transcript or recording is available in which:

(A) to review the transcript or recording; and

(B) if there are changes in form or substance, to sign a statement listing the changes and the reasons for making them.

(2) Changes Indicated in the Officer's Certificate. The officer must note in the certificate prescribed by Rule 30(f)(1) whether a review was requested and, if so, must attach any changes the deponent makes during the 30-day period.

DISCLAIMER: THE FOREGOING FEDERAL PROCEDURE RULES ARE PROVIDED FOR INFORMATIONAL PURPOSES ONLY.

THE ABOVE RULES ARE CURRENT AS OF APRIL 1, 2019. PLEASE REFER TO THE APPLICABLE FEDERAL RULES OF CIVIL PROCEDURE FOR UP-TO-DATE INFORMATION.

VERITEXT LEGAL SOLUTIONS

COMPANY CERTIFICATE AND DISCLOSURE STATEMENT

Veritext Legal Solutions represents that the foregoing transcript is a true, correct and complete transcript of the colloquies, questions and answers as submitted by the court reporter. Veritext Legal Solutions further represents that the attached exhibits, if any, are true, correct and complete documents as submitted by the court reporter and/or attorneys in relation to this deposition and that the documents were processed in accordance with our litigation support and production standards.

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